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HINTS ON WASHING

# MAKE DO AND MEND

PRINTED IN GREAT BRITAIN

UNPICK AND KNIT AGAIN

WHERE'S THAT MOTH?

DECORATIVE PATCHES

PREPARED FOR THE BOARD OF TRADE BY THE MINISTRY OF INFORMATION

Price 3D net

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With 29 line illustrations

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*Prepared for the Board of Trade*
*by the Ministry of Information*

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# Foreword

First, I would like to thank you all for the way in which you have accepted clothes rationing. You know how it has saved much-needed shipping space, man-power and materials, and so assisted our war effort.

The Board of Trade Make Do and Mend campaign is intended to help you to get the last possible ounce of wear out of all your clothes and household things. This booklet is part of that campaign, and deals chiefly with clothes and household linen.

No doubt there are as many ways of patching or darning as there are of cooking potatoes. Even if we ran to several large volumes, we could not say all there is to say about storing, cleaning, pressing, destroying moths, mending and renovating clothes and household linen.

But the hints here will, I hope, prove useful. They have all been tested and approved by the Board of Trade Make Do and Mend Advisory Panel, a body of practical people, mostly women, for whose help in preparing this booklet I am most grateful.

Hugh Dalton.



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Clothes have simply got to last *longer* than they used to, but only the careful woman can make them last *well*. If you want to feel happy in your clothes as long as they last, start looking after them properly from the very beginning. Here are some hints to help you.

## *Tips on taking care of clothes*

1. Mend clothes before washing them or sending them to the laundry, or the hole or tear may become unmanageable. Thin places especially must be dealt with, or they may turn into holes.

2. Always change into old things, if you can, in the house, and give the clothes you have just taken off an airing before putting them away.

3. Don't throw your things down in a heap when you take them off; when they are still warm the material will crease. Brush them with a short-haired brush (a long whisk picks up the fibres) and shake them well. Then hang them on hangers, making sure that the hangers are wide enough. A hanger that is too narrow will ruin the shape of the shoulder and may even make a hole. For skirts, cut a notch each end of the hanger to stop the loops slipping off.

Do up all fastenings before hanging clothes. This helps them to keep their shape. And see that the shoulders are even on the hanger and not falling off one side.

4. See that the wardrobe door shuts tightly, to keep out dust and moth.

5. Remove all stains at once, as

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they usually come out fairly easily before they are set.

For grease use a hot iron on a piece of *clean* white blotting paper placed over the stain.

For all other stains try plain tepid water first, and then soap and water. If you still can't get the stain out, send the article to the cleaners, and put a note on it saying what the stain is.

6. Keep a look out for loose buttons and other fastenings, frayed buttonholes and split seams, and mend them at once.

7. It is best to wear clothes in turn, as a rest does them good. Shoes, too, are better for not being worn day after day.

8. Never let clothes get really dirty. Dirt injures the fabric, so clean or wash clothes when slightly soiled.

9. Use dress shields to protect clothes from perspiration, but don't leave shields in when putting clothes away for any length of time.

## *How to store clothes*

1. Put away clothes in the condition in which you will want to wear them when you take them out again.

2. Make quite sure they are absolutely clean; dirt attracts clothes' moths.

3. Give clothes a good brushing and airing in the open air—in the sun if possible—taking care to turn out pockets and look behind collars and seams for dust and fluff and moth eggs.

4. Never store clothes in a damp place, or they may get mildewed.

5. It is well worth while to tack down all pleats, pocket openings and revers, and sew together buttonholes if you can spare the time.

6. Cover all shoulders on hangers with a collar of newspaper.

7. When folding clothes, put bunched-up newspaper between the folds to prevent creases.

8. Finally, don't forget all about the things you have put away, but give them a thorough airing, and examine for moth as often as you can.

## *The moth menace*

From September to spring is the time when your clothes are in most danger from moths. It is the grub which eats the material, and although the moth lays its eggs mainly in wool, it sometimes lays them in other types of material. So keep a look out for moth eggs in all your clothes. If you carry out the following suggestions you can be reasonably sure of keeping the clothes' moth away.

1. Moths like warm, dark cupboards—anywhere in fact, where they are not disturbed. At *least* once a month, more often if possible, beat, brush and shake your clothes well,

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particularly woollens, and air them in the *sunlight* out of doors. Sun and air kill the grub.

2. Turn out pockets and look behind collars and in turnings for any signs of eggs or grubs. The eggs are each about the size of a pin-head. The grubs are whitish-yellow, about a quarter of an inch long when fully grown.

If there are any signs of moth, brush vigorously first, then iron with a *hot* iron over a damp cloth. Even if you can't see the eggs it is a good plan to iron in this way. This is a particularly effective method for carpets.

3. When putting away clothes make quite sure there are no signs of moth.

4. Scrub out cupboards and drawers, being sure to get into the cracks and corners, and when you have put your things away seal up the drawer or cupboard as tightly as possible.

## *Garments needing special care*

**Boots and Shoes.** Since boots and shoes are so important you cannot take too much care of them. Have them repaired as soon as they show signs of wear; in particular, never walk down the heels. You can get half-soles and toe-pieces put on, which will save you money and save the country leather. Take the advice of your repairer. Don't ask for the heel to be raised or lowered or extra pieces to be put on the top. This throws the shoe out of balance, and corns and callouses will probably result.

Regular cleaning and polishing prolongs the life of shoes by keeping the leather supple. Shoes should be put on trees or stuffed with paper as soon as you take them off because the leather is warm and supple then and can be coaxed into shape.

*Never dry wet shoes near heat.* A leather sole may be ruined in this way. Even if it looks normal, the fibres inside will have so deteriorated that it feels hard and brittle, and is scarcely recognisable as leather. Don't put trees in wet shoes or they may stretch; stuff them tightly with paper, then leave them in a cool, dark place. Of course, sitting in front of the fire with them on isn't any better than putting them on the fender to dry

Don't wear newly-repaired shoes out of doors in wet weather. If you give them a chance to "settle down" under dry conditions first they will last much longer. Don't wear coloured calf or glacé kid shoes in wet weather at all if you can avoid it. The wet may cause stains which are impossible to remove.

Perspiration ruins shoes, so in hot weather sprinkle dusting powder sparingly inside the feet of your stockings or, if you are not wearing stockings, inside the shoe. (The powder will help to protect your stockings, too.) In the case of feet which perspire excessively it is better to avoid patent leather and rubber footwear, which make the feet hotter. Change your shoes as often as you can and when you get home and take them off, put your feet in cold water. This helps to reduce perspiration the next day. Keep an

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old pair of shoes at your place of work and change into them when you arrive.

*Cleaning Shoes.* When did you last wash your shoe brushes and polishers? Clean equipment will always get better results. First clean all mud and dust off the shoes. All reasonably strong leather shoes can be washed with soap and warm water, if you pack them first with rags or paper. But *never* wash rubber shoes with soap. Put on the polish very sparingly. Clean your shoes in the sunshine or warm the brushes by the fire before using them. The warmth will help to make a very little polish go a long way. Put the polish on overnight if you can, and leave it to soak in. This will feed the leather and you can get a much better polish in the morning. Rub a little polish well into your shoes before putting them away for any length of time. Then there will be less danger of the leather cracking.

*Heavy Shoes.* Stout walking shoes can be made more serviceable and *waterproof* if dubbin is used, but remember it removes the shine. Don't wear the shoes immediately afterwards, but give the grease time to dry, for *wet* grease may let in the water.

*Rubber Boots.* Keep rubber boots in a cool, dark place; strong light, particularly sunlight, helps to perish rubber.

Keep them clear of grease and use clean water to wash them, never soap. Grease, oil and fat or anything in the nature of petrol or benzine rapidly rots rubber. Try to get them repaired before the sole wears too thin, as they are difficult to mend if there is nothing for the new sole to grip.

*Suède Shoes.* Keep well brushed.

*Wooden-soled Shoes.* Never let wooden-soled shoes wear down to the wood; always have the leather reinforcement repaired in time. Your repairer will not be able to replace the wood.

*Work Boots.* Heavy work boots need daily care, to keep them pliable and waterproof. Remove clinging mud and earth, which causes them to deteriorate, and rub dubbin well into the uppers and sole. Apply while they are still wet, and again when they are dry. *Do not dry near heat.*

*Why not exchange children's outgrown shoes?* In countless cupboards throughout the country, children's shoes are lying idle, not because they are outworn but because they are outgrown. What a help it would be if mothers would pass these shoes on to a friend, whose child could wear them. Or perhaps the local school, welfare clinic or some local women's organisation may already be running a children's shoe exchange—or planning to run one. It's worth finding out, anyhow.

**Corsets.** Now that rubber is so scarce your corset is one of your most precious possessions. Be sure first of all that it fits. In particular, don't wear one too small, as this stretches the rubber and puts too much strain on it. Bones worn in the wrong place—either too high or too low—will break. The greatest enemies of rubber are sunlight and grease. Never let your girdle get really dirty. Wash[1] it frequently, and, if you possibly can, have at least two corsets, and wear them alternately. If you have one corset

[1] See page 15.

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that you wear only on special occasions, wash it before you put it away again—in a cool, dark place, not in the hot cupboard. Wear corsets over a thin undergarment, rather than next to the skin, so that they are protected from grease and perspiration. Watch them for the first sign of cracking threads, and mend[1] at once.

Don't pull or stretch your corset any more than you must. A strong pull may be the quickest way of getting into a corset but it's hard on the material. Roll a boneless corset before you step into it, then unroll it over your hips. If the girdle has bones or rigid supports, ease it gently into place, first on one side, then on the other.

If your corsets are back-laced or front-laced you will find they wear much better if you loosen the laces when you take off the corset, and tie the lacing afresh each time you put them on.

**Gloves.** Frequent washing prolongs the life of washable gloves. Suède gloves can be kept fresh by daily brushing with a soft-bristled hat brush. You are lucky if you have glove stretchers for your skin gloves, but if you haven't you can still help them to keep their shape by gently pulling out the fingers when you take them off and putting them in a long box, or little drawer to themselves. *Never* roll skin gloves into a ball. Allow yourself the extra minute for getting into your best gloves the proper way—that is, fingers first and thumb last. Impatient tugs are fatal to well-fitting skin gloves. In very cold weather, hold them between your hands a moment or two to warm the skins slightly; they will then be more supple.

**Hats.** Brush hats well before putting them away in a dust-proof box or on a cupboard shelf. Put the crown downwards; this preserves the shape. If you are storing them for some time, or they get wet, stuff the crown carefully with paper.

**Knitted Garments.** Never hang knitted wool or silk clothes, wet or dry. Store them flat in a drawer, and dry on a flat surface. Spread them out flat in the open air after shaking them gently, to air them.

**Mackintoshes.** Keep your mackintosh on a coat hanger, especially if it is made of oiled silk or oiled cotton. If not worn frequently, shake occasionally. Dry mackintoshes slowly, away from heat, and keep in a dark cool place.

**Rubber Aprons.** Never allow grease or soap to remain on rubber aprons, and never pin them. Hang them in a dark place when not in use.

**Stockings.** Rinse new stockings through warm water before wearing them, and again after each wearing. You should use your precious soap for washing them only when they are dirty. You can wash them after your bath in the same water, using soap for the soles only. *Never iron.*

If stockings are too short, sew a piece of tape on the tops for the suspender to fasten on to; or lengthen with the top of another old stocking, or the suspender with tape or ribbon.

Strengthen new stockings before

[1] See page 18.

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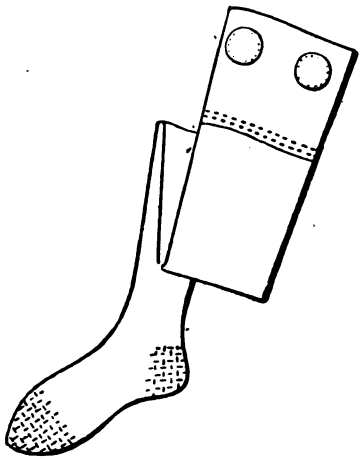

wearing them by reinforcing the heels and toes with widely-spaced shadow darning, and sewing two circular patches, cut from the tops of old stockings, on the tops where you clip your suspenders. Also run double rows of stitching round the tops of the stockings just above the join. When the foot is too worn to darn, a new foot can be cut from an old stocking and sewn on.

**Ties.** Keep flat when not in use or hang over a string fixed on the inside of the wardrobe.

**Towels.** Leave all the washing up, particularly china, to drain instead of drying it, so as to save wear on your tea towels. (But be sure to dry any tin things thoroughly and immediately).

If you haven't a towel rail, put loops of tape or any odd scrap of material on the corners of your towels and hang them up on a hook in the bathroom when they aren't being used. Hanging a towel up by its corners without a loop is a certain way to wear it out.

A towel that is left damp picks up dust and gets grubby far quicker than a dry one, so put the family bath-towels to dry during the day. If there is nowhere else, fix up a line of strong string near the boiler and hang them there. Or, in the summer, hang them out on a line in the garden.

If you have to go away to stay take your towel with you.

If you are a billetee you must provide your own towels.

It isn't fair to expect the housewife to be the only one who gives up her coupons. Everyone in the household must contribute coupons when new towels are needed.

If you live permanently in a hotel or a boarding house you must contribute your share to the proprietor if new towels have to be bought.

Take your towel with you to the office.

Take your towel with you to the hairdresser.

Buy a new towel only when absolutely necessary. Make do and Mend whenever you can.

**Trousers.** Fold carefully in their proper creases every night. Sew a piece of tape or odd piece of material or leather inside the bottom of each leg where the shoe rubs, to prevent it wearing thin.

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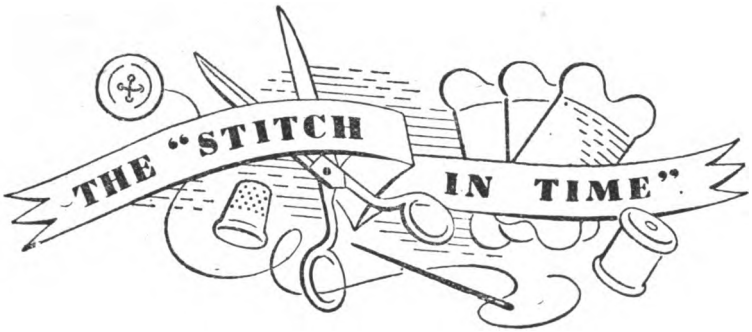


A stitch in time now saves not only extra work in the end, but precious coupons.

## *General Hints*

1. Reinforce weak places at once; for instance, elbows, underarms, the seat and crutch of knickers and trousers, particularly children's, and any other part which bears a lot of strain or gets rubbed. Cyclists who wear trousers would be wise to reinforce the knees and seat of their trousers. Any odd pieces of fairly light-weight material will do for this. It is amazing how much longer clothes reinforced in this way will last.

2. Always carry a needle and cotton and mending silk with you—this will save many a ladder in stockings or prevent the loss of buttons; your friends will thank you, too. How many times have you heard someone say, "Has anyone got a needle and cotton?"

3. Look over all clothes and household linen to see if they need mending, before washing them or sending them to the laundry or dyers and cleaners.

4. Save all tapes, ribbons, pieces of elastic, hooks, eyes, press fasteners, buttons and trimmings from old clothes.

When finally discarding clothes that have gone too far to renovate, be sure to cut out any good bits of material to put in your piece bag; pieces of stockinette and old corsets in particular are invaluable for patching other garments of the same type. Odd scraps of thick wool can be unravelled for darning. Be sure to have a well-stocked work basket with all the coloured cottons and mending materials you might need.

5. If you can't match the material of the garment make a decorative contrasting darn or patch in the places that show. In places that don't show never mind what colour it is as long as it is mended.

6. Watch for thin places, especially in the elbows of dresses, seams

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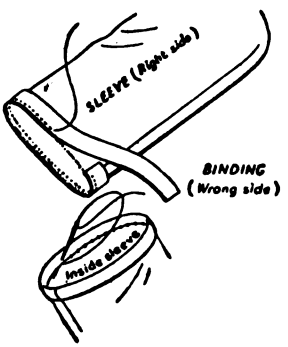
of trousers, heels of socks and stockings. Reinforce a thin spot with a light patch on the inside. Choose material that is strong but rather lighter in weight than the original material. Scraps of net darned lightly inside thin heels of stockings make an excellent repair.

7. If you have to patch or darn and have no matching material or thread, sacrifice a collar, belt or pocket if it is merely ornamental, or unravel a thread from the seam. You could unravel the pocket of a knitted garment to provide thread for a darn, and a patch made from a matching belt may save a frock from the bits and pieces bag. You can replace the belt with one of contrasting colour.

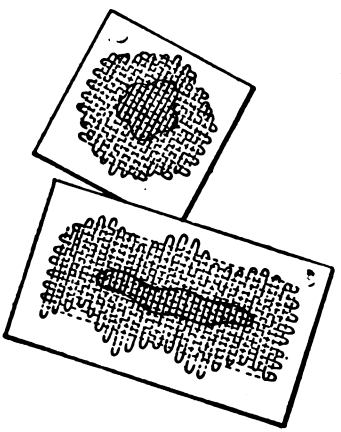
## *Mends for all purposes*

**Binding for Frayed Edges.** When edges have frayed too far to be turned in and you have no matching material, bind with something that tones or is a direct contrast. The frayed edges of towels, pillowcases, table cloths and table napkins, as well as of clothes, can be most attractively repaired with coloured bias binding. You can get smart and hard-wearing binding for heavy cloth from the gauntlets of old leather gloves, the fingers of which have worn out. Cut round and round the gauntlet in a spiral, taking care to keep the width the same all the way round, and you will have a bias effect. Place the right edge of the binding to the right edge of the frayed part. Machine or back-stitch above the frayed edge. Turn the leather over on to the wrong side and slip-hem with upright stitches about $\frac{1}{16}$th inch deep and close enough to grip both materials firmly.




### DARNING HINTS

1. Unravel threads from seams and hems to darn cloth materials.



2. Use an irregular shaped darn to distribute the strain of pulling threads.

3. Never darn with extra thick thread because you think it saves

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time. It will merely tear the surrounding fabric, and you'll have a bigger hole and the darn to do again, besides making it bulky and possibly uncomfortable.

4. Use thick needles for heavy materials and thin ones for light materials. Keep them sharp and rust-free by rubbing on emery paper or a cinder, or by sticking them in a pin-cushion stuffed with sand when not in use.

5. Don't draw the thread tightly. Leave a tiny loop at each end to allow for stretching.

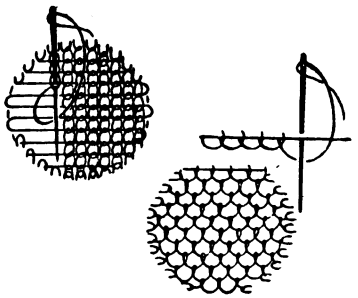
6. Always use thread of the same material as the garment—wool for wool, silk for silk and cotton for cotton.

7. If you use a mushroom, be very careful not to stretch the material over it, or the mend will be bulky.

**Linen Darn.** Thread for mending cotton and linen articles is sold in different thicknesses. If you possibly can, get the right one for the texture of the article you are going to mend. Darn from at least ¼ inch outside the hole all the way round. When the hole and thin parts are covered, turn the article round and darn the other way.

A particularly neat and easy darn can be made on articles which are used only right side up, such as pillowcases, table cloths and table napkins, by lightly tacking a scrap of net over the hole on the wrong side, and darning in and out of it on the right side. Trim away the surplus edges on the wrong side after darning. This type of darn can be used for any kind of plain material where invisible mending is not essential.

**Stocking-web Darn.** This is a method of mending stockings, and machine- and hand-knitted garments. Stretch the hole gently over an embroidery frame or mushroom darner. Darn matching thread *across* the hole as



evenly as possible. Starting at the top, and catching up the looped stitch on the edge of the hole, work a row of chain-stitch down the bars of thread, with either a darning needle or a fine crochet-hook. Finish off securely at the bottom and repeat until the hole is filled. Press with a warm iron. A similar darn can be made on horizontal bars of thread with buttonhole stitching.

**Holes.** Most small holes can be dealt with by darning[1] and large ones by patching[2] in one of the ways described here. When mending moth or burn holes, remove the damaged fabric, and in the case of moth, be sure to treat the garment to rid it of the eggs.

A woman's woolly jumper, or silk blouse or frock that has a lot of small holes while collar, cuffs and underarms are still in good condition, can be repaired decoratively by embroidering small flowers or other designs in wool or silk over the holes.

To mend really large holes in hand-knitted socks or jumpers, pick up enough stitches round the hole to give a good margin and then knit a patch on the right side. Sew it down

[1] See page 9. [2] See page 11.

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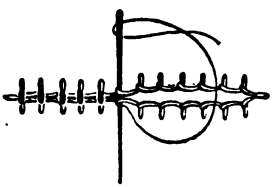
with matching wool or silk on the right side and either trim away the ragged portion on the wrong side or darn it into the garment.

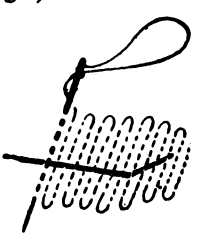
**Ladders.** Catch the loop of the running stitch immediately. To mend, turn the stocking to the wrong side and fold flat along the ladder. Run with thin matching silk, well below the ladder, up one side and down the other, making certain to secure the loops at the top and bottom. Neaten by over-sewing lightly. Ladders in lock-knit garments are best repaired with stocking-web darning.[1]

**Straight Tears.** Tack the edges together over a piece of paper and join with a one-way darning stitch. To



mend a straight tear in a glove, suéde jacket or fur coat, buttonhole along each side of the tear and then join the buttonholing by sewing the knots together. Work on the wrong side of fur. This is suitable also for joining lock-knit seams.

**Three-cornered Tear.** Draw threads from the seams of the garment and darn over the edges in the ordinary way. If the tear is a large one, with frayed edges, tack it first over a piece of paper with the edges as close together as possible. The darn will be almost invisible. On heavy material, back the mend with a piece of strong fabric.



[1] See page 9.

## PATCHES PLAIN AND FANCY

**Frayed and Darned Patch.** Use this patch to mend invisibly coarse-threaded, good quality, plain materials. Cut a patch of matching material one inch larger all round than the hole or thin place. Lay the patch on the right side of the material with its centre over the centre of the hole and the threads running the same way as those of the garment. Tack diagonally to within an inch of each corner. Fray the edges of the patch. Weave a darning needle into the garment in line with a frayed thread, thread it with the frayed end and draw it through. Do this with all the frayed threads. Trim off the ends. Cut away the old material on the wrong side close up to the darning, and press. Line the patch if it is on a part of the garment that gets stretched.

**Decorative Patches.** When you can't get a patch to match the cloth, make your mend as decorative as possible. Apply the patch on the right side of the cloth with some fancy stitching, such as feather-stitch, herring-bone or buttonhole, and let the patch be a sharp colour-contrast to the original material. Give it a fancy shape; for instance, you can hide a worn elbow with a diamond or heart-shaped patch, and add a pocket of the same material on the bodice or the skirt, to make it look intentional.

Children's rompers and coloured leggings and trousers, and even

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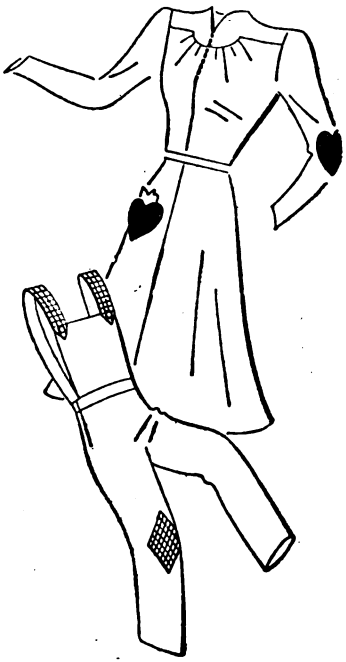
women's coloured trousers can be mended with this Dutch patch effect. Don't forget that old skin gloves and the good parts of worn ones, and of



worn leather belts will provide hard-wearing and smart patches for heavy materials.

**Patterned Material Patch.** You can use this patch for all patterned cottons, linens, rayons and silks. If you are not using a piece of surplus material from the garment itself, wash the new material till it matches the garment. Cut the patch big enough to cover the hole and worn material plus ⅜ inch all round. Turn in ⅜ inch on to the wrong side, and tack. Put the patch on the right side of the garment, matching the pattern, and with the hole under the centre of the patch. Tack, and then oversew lightly round the patch. Cut away the worn material on the wrong side right up to the patch turnings. Neaten by blanket-stitching the two turnings together.

**Stocking-web Patch.** Patch woven clothes with pieces of the same type of stretchy material, using the stocking-web patch. Cut a patch large enough to cover the hole and surrounding thin parts, and tack it on the right side without turning in. See that the thread of your patch runs the same way as the thread of the material. Now herring-bone all round. Trim away ragged part of hole on the wrong side, leaving an edge of about ¼ inch, then herring-bone all round.

**Stote-stitched Patch.** This patch is suitable for all woollen materials. Cut away the worn part, leaving a straight-sided hole. Snip the corners diagonally for ⅜ inch and fold back on to the wrong side. Tack the edge of the hole over stiff paper. Measure the sides of the hole exactly, then cut a patch ½ inch larger all round to allow for turnings, and to match the pattern of the garment, if it is made of patterned material. Snip the corners ⅜ inch down, flatten them and turn in ⅜ inch on wrong side all round. Place the patch in the hole—it should fit exactly—and tack it on to the paper. Stoté-stitch all round the patch, using fine matching silk. Repeat in the opposite direction. Neaten the wrong side by overcasting or herring-boning. Press on the wrong side.

**Underarm Patch.** To avoid a bulky patch where seams cross, such as underarms, unpick the seams and cut away all the ragged and thinning material. Cut your patch, using the old pieces as patterns, leaving turn-

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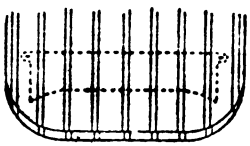
ings all round. Then seam the pieces of the patch together and apply on the wrong side. In this way you will avoid having a ridge or fold in the patch where the seams crossed before.

**Plain Patch.** Apply a patch, large enough to cover the hole and surrounding thin parts, on the wrong side. Hem all round. Snip up from each corner of the hole on the right side, and trim away any ragged edges. Turn in ⅛ inch and hem all round. Use this patch for all garments and household linen made of unpatterned material.

## *A.B.C. of mending*

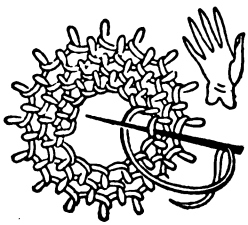
**Collars.** Mend frayed single collars as for *Cuffs*, and double collars as for *Trouser Turn-ups*. New collars for shirts can be cut from the tails.



**Corsets.** It is specially important to mend corset girdles as soon as they need it. *Never* "mend" a tear in a corset or suspender belt temporarily with a safety pin. It will pierce and break the precious rubber threads. See that the needle you use is quite smooth and the thread not too fine. Cover ¾ inch of the good material all round the frayed part with the patch or darn. Use a linen darn,[1] over net if possible, or a plain or patterned patch,[2] according to the type of material. You could get your patch from the good parts of a discarded girdle.

**Cuffs, Frayed.** To mend single frayed cuffs, turn the sleeves inside out, and unpick the hem. Remove any fluff that has collected there. Fold and tack a narrow tuck on the wrong side, just wide enough to take in all the worn edges. Then machine or back-stitch. Press well and turn up cuff so that the tuck comes ⅛ inch inside the sleeve edge. Press again and replace lining, folding it far enough to prevent it showing below the sleeve edge. To mend *Double Cuffs*, see *Trousers*.

**Gloves.** See *Straight Tears*. For *Round Holes* button-hole stitch round and round from the edge until the hole is completely filled, being careful to take up the loop of each stitch in the previous row.



**Knitted and Woven Garments.** See *Stocking-web darn* and *Stocking-web patch.*

**Lace.** Tack a lace patch on the wrong side, hem all round the hole with stab stitch on the right side, then cut away the ragged edges underneath. If you cannot get a match or a nearly matching pattern, use plain net of a similar mesh and embroider a pattern on it to match.

[1] See page 9. [2] See page 11.

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**Mackintoshes.** Lay the torn part of the garment, right side downwards, on a flat surface. Lightly cover with rubber solution the right side of a bicycle patch or a patch of good material from a discarded rubber article. Then, holding the edges of the tear as closely together as possible, apply the patch right side downwards, being careful to keep it flat and unwrinkled. Leave under a heavy object for an hour or two. If the edges of the tear will not come together, put the patch on the *right* side of the mackintosh. Sometimes it is possible to buy an adhesive fabric which can be pressed on to the tear with a warm iron.

**Rugs.** Pull away loose threads from the worn parts, and fill up the holes by looping with matching threads through from the back with a rug hook.

**Sheets.** Repair small holes and thin places with a linen darn.[1] Mend large holes with a plain patch. When sheets are thin in the centre, cut them in half lengthwise, turn sides to middle, and run and fell on the wrong side. Then tack and hem the sides. If the sheet is actually worn in the centre, the worn parts must be trimmed off. A double sheet may then be too small for a double bed, and can be used for a single one. Single sheets that are too small can be used for cot sheets or cut up for tea towels. The very finest parts of good linen sheets can be made into men's handkerchiefs or used to patch men's underwear.

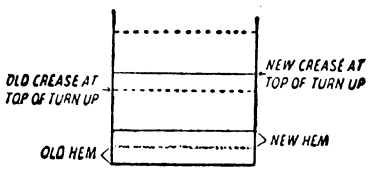
**Stockings.** See *Darning* and *Ladders*.

**Tablecloths.** Trim worn edges and re-hem, or bind with matching or contrast binding. If thin in the folds, remove an inch or so from two edges, and re-hem. The folds will then come in a different place and get less wear. If they are too far gone for this, reinforce on the wrong side with strips of cotton or linen. If you have a spare tablecloth, cut it up and use it for towels.

**Towels.** Darn the smallest hole or thin place as soon as it appears. Reinforce thin places with machine stitching. Cut very large bath towels in half to make two smaller ones. Repair ragged edges by trimming them off and re-hemming.

Make one usable towel out of two badly worn ones in this way. Put them together, one on top of the other so that the holes don't correspond. Then run the two towels together round the four edges and do criss-cross stitching backwards and forwards all over the towels. You'll find when you've finished that you have a good strong towel with plenty more wear in it.

**Trouser Legs, Frayed.** Unpick the hem inside the leg and turn it down. Press the turn-up out flat and make a new crease about ¼ inch above the old one which formed the top of the turn-up. This ¼ inch is to allow for turning the frayed bottom edges to the inside of the leg, and more or less depth must be allowed according to the depth of the frayed part. Turn the hem up on the inside so




as to make the turn-up the same depth as before. Press out the old crease under a damp cloth.

[1] See page 9.

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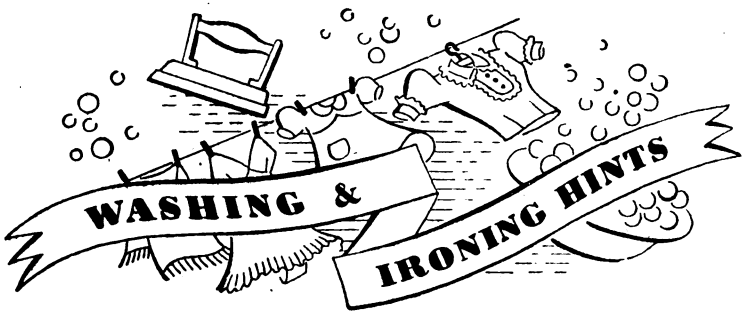


Possibly you have your own well-tested methods for washing and ironing. On the other hand, you may now be washing things you used to send to the laundry or materials that you did not buy before the war.

## *General hints*

1. Collect as many clothes of the same material as you can to wash together so as to save soap.

2. Wash the least dirty things first. Separate any very badly-soiled clothes, such as workmen's overalls, and wash them by themselves.

3. Don't attempt to wash at the same time articles of different materials requiring different treatments.

4. Never wash coloured articles with white ones; wash the same colours together.

5. If you are not sure that the colour is fast, wash as quickly as possible, keeping the article on the move in the water all the time, and dry it well away from other things.

6. Unpick hems of dresses before washing in order to allow for shrinkage, and to prevent the old stitches and hem forming lines that cannot be pressed out.

7. Never dry coloured materials in strong sunlight, as it bleaches them when they are wet.

8. It is not safe to leave any articles bunched together when wet. This is especially true of coloured things and rayons; the former may run, and the latter get creases that are hard to remove.

9. Remove any fastenings which are likely to tear the garments or to leave rusty marks.

10. Look in pockets for metal objects, coloured handkerchiefs and any other articles which may have been forgotten. Shake out all the dust. Remove all shoulder pads.

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11. If you are uncertain whether a material will wash well, and have no spare piece to test, tie a piece of tape firmly round one corner of the least conspicuous part. Wash in warm soapy water, remove the tape and iron according to instructions for that particular material. You will at once see whether the colour runs or the fabric is likely to be spoilt in any other way.

12. If any article is of mixed materials, wash and iron it as instructed for the most delicate fabric.

13. Never leave damp clothes for days wrapped up before ironing them. The whole process of washing and ironing should be done in the shortest possible time.

### SOAP-SAVING IDEAS

1. Use soft water or rain-water wherever possible. Water can be softened with a few drops of *liquid* household ammonia.

2. Save all scraps of soap left in soap dishes and when you have, say, half a pint, add half a pint of boiling water. Add, when cold, to washing water.

3. If you have no soap flakes, shred soap finely into boiling water, and then add enough cold water for your purpose.

4. Put very dirty clothes to soak in semi-dirty water left over from washing and rinsing lightly soiled ones.

## *How to wash each material*

### BLANKETS

Wash as *Woollens*. Hang the blankets with the stripes vertical and shake occasionally. Try to dry blankets on a warm, breezy day.

### CORSETS

Frequent washing is good for corsets, but they should never be rubbed with a cake of soap, nor two parts of the garments rubbed together. Neither should they be left to soak. Before washing close zip fasteners, but open all metal clips and suspenders. Then press in a few soap flakes where the garment is most soiled, rub gently, and wash, right side out, in two or three lots of lukewarm soapy water by squeezing gently. Another method is to brush with a soft nail brush under the soapy water. Rinse two or three times in lukewarm water until every sign of soap has gone, and roll the garment up in a towel to absorb the moisture. *Do not wring.* Hang to dry lengthwise on a line, away from fire and radiators. Never dry in the sun or strong light. Corsets should not be ironed, for they are fitting garments, and the fabric will soon take on its proper shape again.

### COTTONS AND LINENS

1. Avoid bleaching, which is an expert's job. Hang in the sun to dry instead.

2. Separate whites from coloureds. Only the *whites* may safely be boiled.

3. Make a lather of soap in hot water, and be sure all particles of

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soap or powder are dissolved. This is very important.

4. Squeeze firmly in the suds, rubbing the very dirty bits with soap.

5. Rinse thoroughly to get all soap out and dry whites in the sun until only slightly damp.

6. Put coloureds in the same suds, except any that are likely to run. These must be washed separately.

7. Rinse thoroughly and dry in the shade.

8. All cottons and linens should be ironed slightly damp with a fairly hot iron.

## GLOVES

1. Make sure the gloves really are washable. Chamois leather, woollen, string or cotton can all be washed, but never suède.

2. First try rinsing leather gloves in plain warm water as this will often get them clean. If not, wash them in warm, soapy water.

3. Put all gloves on your hands to wash them.

4. Rinse thoroughly and blow out the fingers when you put them to dry.

5. Never put leather gloves near a fire or radiator. This will crack them.

6. Put the gloves on your hands occasionally while they are drying to keep their shape.

## LACE

Soak white and cream lace articles in cold water for an hour, squeeze gently in lukewarm soapy water, rinse in tepid water and then in cold. Squeeze, do not wring. Iron when semi-dry under a cloth on the wrong side.

## RAYONS

There are many different types of rayon. The following instructions refer to the most delicate. Remember to use soft water if possible.

### To Wash Rayons

1. *Never* use very hot water, and be sure all soap is dissolved before putting in rayon articles.

2. Take off your rings, bracelets, etc., and see that sharp covered buttons or fasteners do not catch the material, and that they are not pressed into it.

3. Wash out very dirty marks first, then squeeze the clothes gently in a small amount of soap worked up into a good lather. Never leave to soak.

4. Never treat roughly, rub or twist; dirt stays on the surface of rayon, so hard rubbing is unnecessary.

5. Rinse *very* thoroughly till there are absolutely no traces of soap.

6. Gently squeeze out the water with a towel; don't twist or wring.

7. Spread rayon out to dry in the shade so that the weight of the garment is evenly distributed. For instance, hang dresses over a line by the waist. Pegging may permanently mark the material.

8. Never dry near artificial heat or in sunlight. In particular, never hang rayon stockings over a radiator or hot pipe.

9. Printed rayons especially must not be left bunched up. Put them to dry spread out at once.

### To Iron Rayons

1. *Never use too hot an iron.* Test the iron by standing it on a pad of paper. If a scorch mark shows with-

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in fifteen to twenty seconds the iron is too hot.

2. Always iron on the wrong side, and iron only one thickness at a time.

3. Carefully pull the garment into shape before starting to iron.

4. Make sure seams are pressed quite dry or they may contract and pull the garment out of shape.

5. Never iron stockings.

6. Never sprinkle rayons, as it makes them look patchy. If the material has become too dry, re-wet and dry again.

7. Be careful not to press buttons and other fastenings into the material.

**Dull and Suède** finish rayons should be ironed nearly dry but be sure they are *evenly* dry.

**Georgette.** This contracts considerably when wet. Iron when almost dry on a well-padded board, stretching gently. Iron once along the weave and then across the weave. This helps to restore the original measurement.

**Knitted Rayons.** Iron when almost dry across the way of the stitch to prevent them stretching.

**Marocains** should be ironed fairly damp. Stretch the fabric gently both ways as you iron.

**Satin.** Iron on the wrong side when almost dry, and then finish very lightly on the right side.

## SILKS

Wash and iron as for artificial silks, but the iron may be a little hotter.

**Shantung and Tussore.** Wash as for rayons, but iron bone dry.

**Stockings.** See *Rayons.*

**Taffeta.** See *Satin.*

## VELVET AND PLUSH

Wash as for rayons but handle as little as possible and hang dripping wet to dry. Smooth pile with a soft cloth while drying. It is quite a good idea to dry velvet in the bathroom when it is steamy from a bath.

## WOOLLENS

1. Use little soap but work up a good lather, making sure *all* soap is dissolved and using soft water if possible, preferably rain water. Use best-quality rationed washing materials, preferably soap flakes.

2. Wash each garment separately, the lighter colours first.

3. Never soak woollens.

4. Never boil. Use warm water and squeeze gently in the suds. Don't lift them out of the water when you are washing them.

5. Never *rub* or twist. Rubbing shrinks and felts wool.

6. Rinse thoroughly and lift the whole of the article out of the water at once, gently squeezing all the time, so that the weight of the water does not stretch it.

7. Roll woollens in a towel to absorb any remaining water before laying them flat to dry.

8. *Never* hang woollen clothes, or they may stretch.

9. Most woollens don't need ironing. If they do, *press* them on the wrong side with a warm (not hot) iron when nearly dry, gently pulling them into shape as you press.

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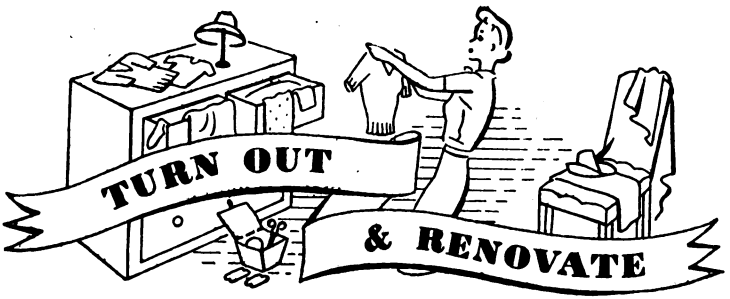


No material must lie idle, so be a magician and turn old clothes into new. For major alterations there are many good renovation patterns on the market. Many other ideas will suggest themselves to meet special circumstances. Here are some suggestions for the home dressmaker.

## *Tips to Save You Time and Trouble*

1. First of all make quite sure the clothes cannot be worn as they are, with perhaps a little darning or patching. Don't waste precious time just for the sake of making something new and different.

2. If you decide that the garment is quite unwearable, unpick it completely and with patience in order to salvage every inch of material; then wash it or send it to the cleaners. If the material is faded or patchy have it dyed a darker colour.

3. Remember the material has already seen some years of use, so treat it gently.

4. If you particularly like any part of the garment such as the sleeves or neckline, make a paper pattern of it for future use.

5. Before cutting out the new garment hold the material up to the light and note any thin places or holes. Tack round them with contrasting coloured thread so that you can avoid them when laying out the pattern.

6. Unless you are an expert never attempt to cut out without using a pattern.

7. When you choose a pattern be sure the size conforms to your *up-to-date* measurements.

8. Measure yourself or the child for whom you are making something new to make quite sure the pattern will fit; don't just chance it.

9. Don't cut down grown-up's clothes to make clothes for the children, which they don't really need, just for the sake of making something new for them.

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10. Make very large hems and turnings in children's clothes to allow for growing. Also make tucks across the shoulders and at the top of the bodice so that the shoulders can be widened, or the frock or coat let down later.

11. Measure your neck, waist, hips, length from neck to waist, and from waist to the hem line (back, front and sides), round your wrist and down your arm from shoulder to wrist, *with your elbow bent.* (Sleeves that drag at the arm-bend wear thin at the elbows.)

12. Whatever you do, leave enough turning. You need larger turnings for materials that fray easily than for closely-woven ones.

13. Be very careful about mixing materials. A plain washing frock and a patterned one that are partly worn may make one new dress, but be sure the colours are reasonably fast. Wash scraps of them together to test them first. Don't mix together materials that require different washing treatment, nor a very heavy material with a flimsy one.

14. When cutting down a large garment such as an overcoat, don't attempt to make each part smaller. Unpick the whole thing, lay the pieces out flat and cut according to your new pattern.

15. Remember that even the smallest scraps left over from your renovations will come in useful for something—patching, tea-cosies, coverings for buttons, hanging loops, binding for buttonholes, trimmings, kettle holders, polishers, and so on.

## *What's in your wardrobe?*

There are almost endless possibilities to be considered once you start looking at old clothes with the idea of remodelling them.

### BLOUSES

**Worn Underarms.** Renovate a blouse that is worn under the arms by letting in a broad band of material in a contrasting colour under the arm, reaching from sleeve to waist (1). Or give the blouse a new yoke, starting it from just under the arm and taking in the damaged section (2). Whichever method you use, add a trimming of the same colour at the neck, waist or on the sleeves, so that the repair appears as part of the design or colour scheme.

**Worn Elbows.** Turn long sleeves into short ones if the elbows are worn out, or patch with a decorative patch. Save the best portions of the lower sleeve for "running repairs."

**A Too-short Blouse.** Have you any blouses which you scarcely ever wear because they are too short in the waist and work out of the top of your skirts? Bring them out, and add a deep band of near-matching material all round (3). Or you can make a crochet band.

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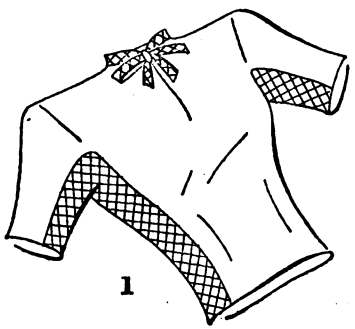

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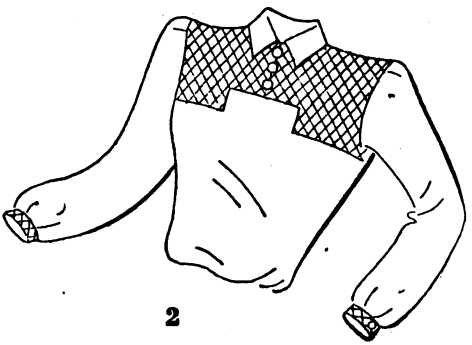

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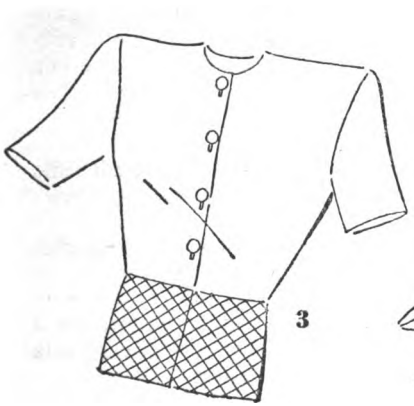

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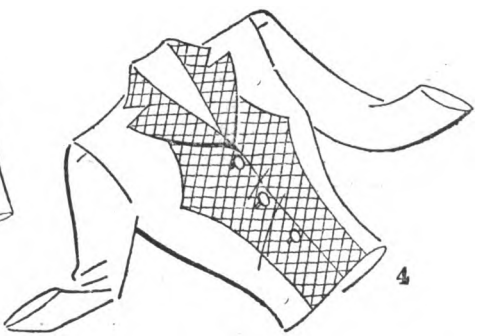

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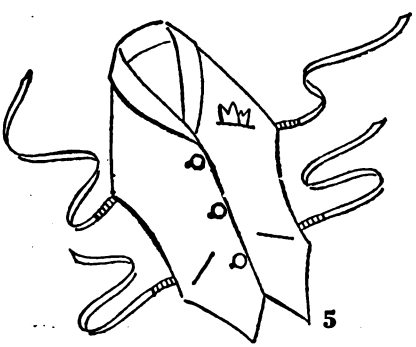
A Too-tight Blouse. Open the front of a blouse which has become too tight, and put in a contrasting button band, complete with collar (4). Or, if it has long sleeves, make them short, and use the material left over for your button band.



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**Blouse Fronts.** Often you will find, after cutting away the worn back and sleeves of a blouse, that you are left with a perfectly good front that you can wear under a jacket or coat frock. Attach tie strings under the arms and at the waist to fasten it in the middle of the back. If you can spare a few inches of elastic to let into the ribbon or tape, this will give you a little play (5).

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6

**Blouses from Oddments.** You can make new blouses from a large patterned scarf square, the best parts of a man's shirt, and from coloured and fancy linings of discarded garments (6). Smaller pieces of material will make backless fronts. Give them collars, or fasten with bands buttoning at the nape.

## CHILDREN'S CLOTHES

Since children often grow out of their clothes long before they are badly worn, mothers would probably often find it more economical to exchange clothes than to cut down an older child's clothes to fit a younger. Material is always lost in this process. When exchange is impossible, try some renovation ideas.

**A Too-small Frock.** Take the bodice off the skirt, open it down the front, and convert it into a bolero to wear over the skirt with a blouse or jumper.

**A Too-short Skirt.** Add a band of colour at the hem, or a series of bands alternating with the material. If the shoulders are too narrow, give the frock a new yoke of a contrasting shade.

**Enlarging a Frock.** To convert a yoked frock for an older child, unpick the skirt from the yoke, drop it to the waist, insert a band of contrasting colour to form the lower bodice, and bands of the same colour to widen the shoulders.

## CUTTING-DOWN FOR THE CHILDREN

Here are ideas for turning grown-up's discarded garments into children's clothes, once you are certain that they are past converting for their owners.

**Bathing wraps** can be made into children's dressing gowns.

**Grey flannel trousers** will make children's knickers and skirts.

**Mackintoshes** will cut down for a child's waterproof coat or cape with pixie hood to match.

**Plus-fours** would make two pairs of shorts for a schoolboy.

**Pyjama legs** will make children's vests.

**An old skirt** will make one pair of knickers and a little play-skirt for a seven-year-old.

**Vest and combination tops** will make bodices on to which a little girl's skirt or a small boy's knickers will button.

**Washing-silk dresses** make up into gay pyjamas for children.

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**Woollen stockings** with worn feet can have the legs opened down the back seams and can then be made up into an infant's jersey. Bind it with ribbon at neck, sleeves and hem.

## COATS

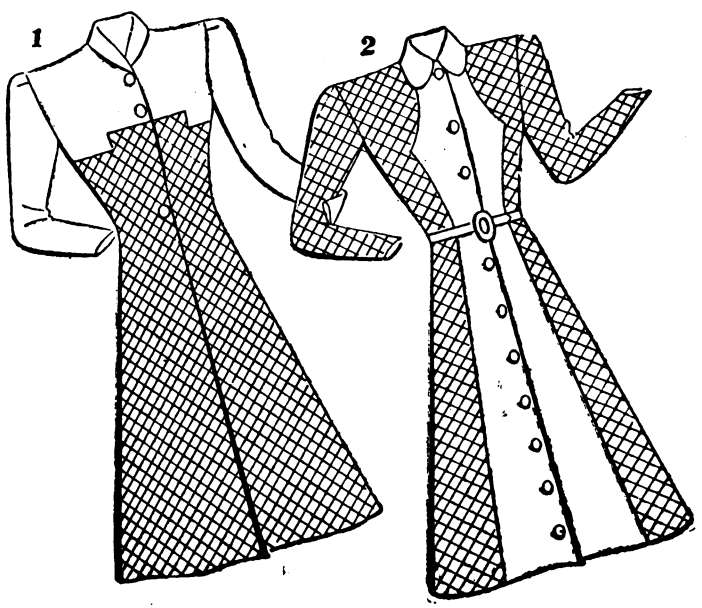
**A New Shoulder Line.** Give new life to an old coat with a sloping shoulder line by inserting pads to raise the shoulders.

**Collars and Cuffs.** Cover worn coat collars and cuffs or sleeve ends with new collars and cuffs made of contrasting material. You could cover the buttons to match.

**Two Coats into One** (1). Turn two old worn coats into one new one by making a contrasting yoke and sleeves from the best part of one to use with the skirt and bodice of the other if it is worn under the arms. Pastel-shaded material combined with darker tones can be most attractive. Use the remaining pieces to make a little girl's skirt.

**Coat into Coat-Frock** (2). Make a lightweight summer coat with worn fronts into a very useful coat-frock by cutting away the worn fronts and inserting panels of some lighter-weight material of contrasting colour. Or put in new fronts with a collar to match, and continue to use it as a coat.

**To Cut Down Overcoats.** Overcoats which are beyond renovation-repairs can be cut down into skirts or jackets for yourself, or coats, knickers and dungarees for the children.

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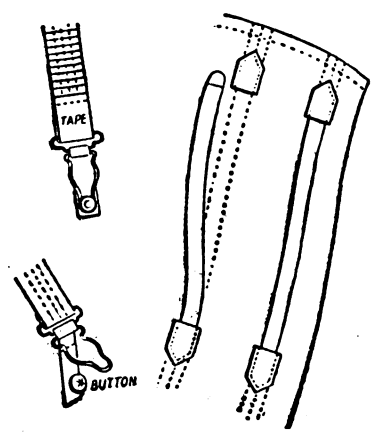
## CORSETS

**To Take In a Belt.** A belt that has become too big for you owing to the rubber perishing can be re-shaped by making a strong seam down either side and down the centre of the back, or at the damaged point. You must make the ridge of the seam on the outer side of the belt, otherwise it will be most uncomfortable to wear. You should use a sewing machine for this if you possibly can. Turn the garment inside out, tack the new seam, run the machine down it, and cut away the surplus material before turning it to the right side and making a second row of stitching to take in the raw edges.

**To Let Out a Belt.** Insert a piece of strong material down each side, machining it on to the corset.

**When Corset Bones Break.** Never throw away corset bones, suspenders or parts of these, and save all ribbons, tapes, hooks and buttons. Then, if you break the bones in your corsets, you can make little pockets as shown in the accompanying diagram, and slip in those taken from another pair. It is well worth making corset bones removable as this saves them from wear in washing.




**To Replace Corset Accessories.** If the elastic on the suspenders of a new pair of corsets is too short, lengthen it before you wear the belt by adding a short piece of tape, otherwise you may tear your stockings. If you lose the back portion of a suspender remember that a small, fabric-covered button on a length of tape can be used to take its place.

## DRESSES

**Colour Contrast Renovations.** When sleeves, front panels or underarms are worn out, contrasting sleeves or panels can look very attractive. Use up oddments of material from another worn garment if possible.

**To Widen a Bodice.** Widen a frock which has become too narrow in the bust, by opening the bodice and letting in a plastron of another material. You can make it oval or rectangular in shape, or you could attach a band of the new material to either side of the bodice and fasten it down the centre front with a line of buttons to give a waistcoat effect.

**To Lengthen a Dress.** A dress which has become too short in washing or cleaning can be lengthened by letting a band of material, in self-colour, or in a contrasting shade, into the skirt between waist and hip-line. Dirndl skirts, in particular, lend themselves to this treatment. If you use a contrasting colour bind the neckline with the same material, or add patch pockets to the bodice.

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**Two Old Dresses into a Coat-Frock.** Here is an idea for a dark woollen dress that is worn in front and is too tight for you. Open it from neck to hem and finish the edges neatly, turning them in and rounding them up to the neck, unless you like to turn down the points at the neck as revers. Then use the best part of the silk from an old printed dress or any other material you may have in a contrasting colour, and gather it in a panel down the front, fastening it under the edges of the dark material to give the effect of a Redingote worn over a dress. This is very suitable for maternity wear.

You could use the bodice of the figured silk frock to make a blouse. It will probably be worn under the arms, or you wouldn't be cutting it up, but there should be ample material left over in the skirt after making the panel for the coat-frock to put in new short sleeves and a yoke to the blouse.

**Worn Elbows.** Cut worn sleeves away above the elbow and finish them off with neat cuffs, taken from the lower part of the sleeve, that follow the line of the collar or neck trimming. If you want to keep long sleeves, cut away the worn parts at the elbow and insert oblong pieces of matching material, or even contrasting colours in decorative shapes.

**Skirt from a Dress.** A useful skirt can be made from a dress, the bodice of which is past repair. Cut it away at the waist, make a side placket and mount it on a petersham band. The best parts from the bodice can be cut into a belt to finish the waistline or to make patch pockets on the hips. Pocket patches would hide any defects in the front.

## GLOVES

Wear gloves only to keep warm, and when you take them off put them in your pocket or bag. Thousands of gloves are lost every year.

**Worn Fingers.** The underside of glove fingers and the palms often wear out when the backs are still in good condition. Using a glove pattern, make new undersides of thin toning or contrasting felt or woollen fabric, and stitch them on to the leather backs.

## MEN'S CLOTHING INTO WOMEN'S

Here are some ways in which a man's unwanted garments can be converted to your own use, if you are

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quite sure he won't want them again after the war.

**A dress suit** will make you a neat town tailor-made; the tails allow ample length for the jacket.

**A pin-striped light suit** provides ample material for a tailored frock. Have it made with a yoke and perhaps a front panel, letting the stripes run in different directions. This will look very smart.

**A tweed jacket** could be cut down to your own measurements and you could then wear it with a flannel skirt and a gay pullover.

**Plus-fours** will make you an excellent skirt.

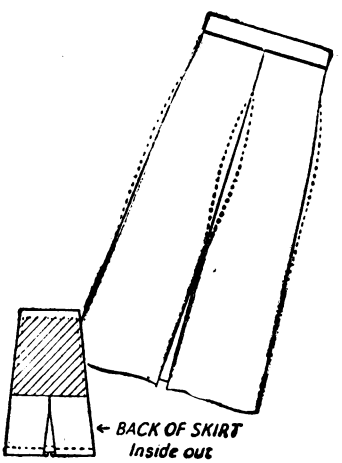
## SHIRTS

**Badly Worn Shirts.** Cut fabric from the backs of shirts to replace badly worn fronts, and use near-matching material for the backs. The best portions of two badly worn shirts can be used to make one good one. The remnants might make up into a short-sleeved play shirt for your small son.

**Old Dress Shirts.** Wash all the starch and dressing out of dress shirts and adapt them to everyday use or cut them up for the children. The best portions from really worn linen shirts can be made into men's handkerchiefs.

## SKIRTS

**A Cure for Bagginess.** If the skirt has a central back seam, open it and straighten it over the seat of the skirt. Open the side seams, ease them slightly over the hips and just below, to avoid all risk of dragging. Tack and re-seam. If there is no central seam at the back, and there is plenty of material to let out at the sides, make a central back seam and take in the bagginess. Press the seam under a damp cloth. Strengthen the skirt for further wearing by putting a rectangle of strong material (the lining of an old dress or coat would do) across the back. Sew the top of it firmly to the petersham waistband and whip the sides of it lightly down the back of the skirt. If you have enough material extend the band from side-seam to side-seam. Leave the base of the lining loose, and hem it neatly.




**Waistband.** Replace a worn petersham band, as this will help to preserve the shape of your skirt. The top of your skirt may have stretched, so cut the new band the size of your waist, not of the skirt, and ease the skirt top into it.

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## SUITS

Replace pockets that are worn beyond repair with new ones made of strong material from the piece-bag. Usually it is the base of the pocket which is worn. Make a new half-pocket, joining it to the old one halfway up, instead of unpicking the tailor's neat finish at the top opening.

Reinforce the elbows and bind the worn edges of the sleeves of a man's tweed working jacket with strips of suède taken from an old handbag or discarded garment.

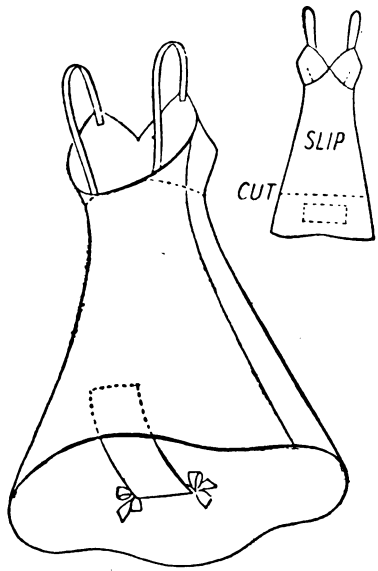
## TIES

Cut down really worn ties to make smaller and shorter ones for your young son. Use the unworn ends of silk ties to trim your dresses. A striped silk tie bow will trim a neckline or the front of a belt.

## UNDERWEAR

**Torn Lace.** Cut away all torn lace edgings and motifs from lingerie. Make a rolled hem to replace a lace edging, or bind in a contrasting colour. Use appliqué shapes cut from scraps of satin or crêpe-de-chine left over from other garments to cover the holes left when motifs are removed.

**Worn Petticoat Tops.** When the top part of a petticoat is completely worn out, but the skirt is still good, cut the top off at the waist and mount the skirt on a tape or elastic. You can make a camisole to wear above it from another partially worn-out garment; or the skirt alone may be worn with a suit.




**Petticoat into Cami-knickers.** Convert a slip into cami-knickers in this way. Cut the slip to the right length, using the odd pieces to make a rectangle about 8 inches by 4 inches. Hem round the rectangle. Sew one end across the centre back of your slip and fasten two lengths of ribbon to the other corners and two into the front of the skirt as shown in the diagram. You will need no buttons or press studs.

**Too-tight Underwear.** If a slip or cami-knickers has become too tight, let in widths of ribbon or strips of silk down the sides to ease the strain on the seams.

**Brassières.** Quite small scraps of satin and other substantial material left over from worn slips and knickers can be used for making brassières. Use an old, well-fitting brassière for a pattern.

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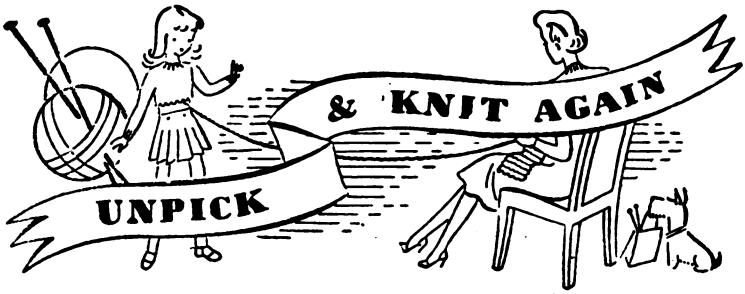



Wool is precious, so put to good use every ounce you have. Fetch out any partly-worn wool garments and if you are sure they can't be repaired, unpick them carefully and use the wool for something else.

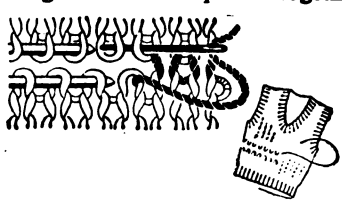
## *Knitting repairs*

**Frayed Edges.** Knitted or woven woollen garments, especially children's wear, can be lengthened, repaired, tightened or strengthened by knitting bands on to the edges of the worn parts. Choose size of needles, and colour and thickness of wool, according to the thickness of wool in the garment you are renovating. Pyjamas, jerseys, jumpers and similar garments can sometimes be made to look very attractive by using wool of a contrasting colour.

To cast on directly on to the fabric, thread a piece of wool into a darning needle and make small vertical stitches, not more than $\frac{1}{8}$ inch apart, through the material just above where the hem ribbing joins on, and round one of the knitting pins. Knit off each one as it is made; this is easier than waiting until the row is completed. On these loops knit as long a hem as you want. Trim the frayed hem and catch lightly but firmly to the inside of the new ribbing. Press on the wrong side.

In this way you can make cuffs, waistbands, collars, wrist-bands and ankle bands on all kinds of garments whatever their material.

**To lengthen or shorten** knitted jumpers, pullovers, etc., unpick the side seams and pull out a thread of the knitting where the garment has to be lengthened (*e.g.*, about 2 inches above the welt). This separates the garment into two pieces. Pick up the stitches on one side, knit in the amount required for lengthening, then graft the two pieces together



again. Sleeves can be lengthened in the same way. Use contrasting wool or a striped pattern if you fancy it, or if you are knitting with oddments of wool.

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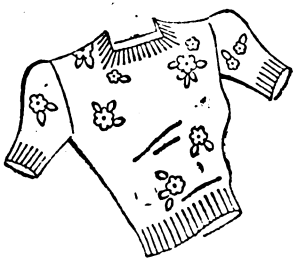
If the sleeves of a pullover begin to wear on the underside and elbow, it is a good plan to change them over to the opposite arms. This levels up the area of wear. (It is advisable to damp-press first to get rid of elbow-bag.)

**Socks and Stockings.** If the heels and toes of hand-knitted socks and stockings are knitted separately in the first place, and then grafted on, it will be very easy to replace these parts when they wear out. Otherwise, unravel the worn part as far as is necessary, pick up the stitches, and knit on from there. If the surrounding parts are wearing very thin, unravel and re-knit these too; fresh wool knitted on to very thin parts tends to pull them into holes.



**Small holes** in woollies can be darned and then hidden by simple embroidered motifs, with a few extra decorations at suitable intervals to avoid a patchy effect. Even the amateur needlewoman can produce attractive flowers, stars, diamond and square shapes in gaily coloured wools.

## *To choose wool*

1. It is true economy in money, coupons and material to buy fine wool and use large needles whenever it is not essential to have a very closely knitted garment. A long-sleeved, 2-ply jumper is just as warm as a 4-ply one.

2. For babies' clothes and all underwear, choose a 2- or 3-ply wool, whether it is old or new. If possible, use non-shrink baby wool for baby clothes, and make them amply long. Ordinary wool under-garments are certain to shrink, so make them a little on the big side. Select, if possible, a pattern in which stitches are cast on round the bust, then the garment can easily be lengthened by knitting on a coloured top if the original wool is not obtainable.

3. For children's clothes, choose a good strong wool, and knit them large enough to allow for growing.

## *Re-making old garments*

**To Unpick and Wash Wool.** Carefully unpick the old garment and wind the wool round a book or a piece of stiff cardboard. Then wind it into skeins, tying tightly in several places. Squeeze gently in lukewarm suds, made from a good soap, until the wool is quite clean. Rinse twice in lukewarm water. Lay the hanks in a towel, roll up and press gently. Then shake and hang up to dry, preferably on a piece of stick in the open air. If it is impossible to dry outdoors, dry over the kitchen rack but not close to an open fire or on a radiator. Occasionally shake gently.

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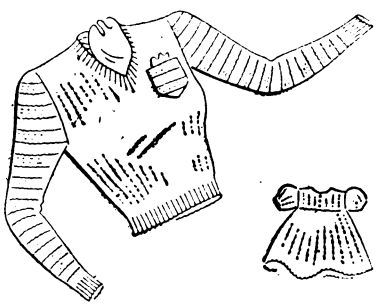
Wool that is unpicked and washed will not knit into the same-sized garment as originally. It may be thinner; a 4-ply wool may knit up like a 3-ply wool, or a 3-ply like a 2-ply. Use the wool, then, to make a smaller garment, or combine some other wool with it to make contrasting welts or stripes, or for yoke and pockets. Always weigh your wool, if you possibly can, before re-using it. If you are following a new pattern be sure the wool is the right ply, and test the tension by knitting a square inch or two.

### WHAT YOU CAN DO WITH THESE ODDMENTS OF WOOL

| | |
|---|---|
| 1¾ oz. of 3-ply or 3 oz. of 4-ply | make a back or front of a jumper. |
| 1 oz. of 3-ply or 1½ oz. of 4-ply | make a pair of short sleeves. |
| 3 oz. of 3-ply or 4 oz. of 4-ply | make a pair of long sleeves. |

## *New life for old Woollies*

**Jumpers.** Re-knit the sleeves in stripes, using up oddments of brightly-coloured wool, and make the new shaping at the top, thus giving it an extended shoulder-line. Add a striped pocket to match. A discarded jumper will make a child's jersey or frock. A 2-ply jumper in a pale colour would re-knit into a vest.



**An Old Skirt.** Re-knit into a cardigan or jacket for an adult or into two jerseys for a child.

**Golf Stockings.** Re-knit worn golf stockings into serviceable socks.

**Worn Sleeves.** Unpick at the shoulder seams, and put in new sleeves knitted in a contrasting colour or, using the best part of the old wool with some new, knit in stripes, panels or a half-and-half design.

If the elbows alone are worn, cut them off above the damaged part, and bind with contrasting petersham braid, ribbon or material from the bit bag, cut on the cross. Add a similar binding at the neckline to give a finish.

**Felted or matted wool.** Have you a hopelessly-looking, thoroughly shrunk and matted old jumper or jacket? Unpick the seams carefully, *don't* unravel it. You can then treat it just like cloth, cutting it out from a paper pattern. If, of course, it is not matted all over, you must tack the parts where stitches are likely to run, before cutting. Machine round the edge of the pattern and join up by hand. This keeps the garment firm and stops it from stretching.

This cloth will make boleros,

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waistcoats, children's coats, caps, gloves, capes, hoods, indoor Russian boots and many other articles.

Old white wool, dipped in cold, clear coffee, will make attractive accessories.

**A Stocking Ankle Sock.** Here is a use for woollen stockings with worn-out feet. Cut off the foot, crochet round the cut leg, pick up the stitches on knitting needles and work the new foot. Turn the stocking leg inside the foot, pick up the other side of the crochet stitches, and knit a plain and purl rib in one or two colours, as you prefer. This makes an ankle sock with a long stocking leg, which is beautifully warm and keeps up well.

**Hand-knitted Socks and Stockings.** Unravel these when they are worn and knit them up again into ankle socks. Unravelled tops could be knitted on to other tops to make new feet. The tops of a pair of wool stockings will make cosy underpants for a small boy.

**An Old Cloth Frock.** If you have a cloth dress with an old-fashioned shoulder-line, a worn front and frayed buttonholes, knit new sleeves and back in a toning or contrasting colour from a good jumper pattern, and use the good cloth from the back to make a front panel. An alternative renovation would be to knit a new top and use the good cloth in the old bodice to give a pinafore effect, or for trimming the knitted bodice at neck and cuffs.

**An Old Tweed Cardigan or Jacket.** You can brighten up a tweed jacket that has worn sleeves by putting in knitted sleeves in a contrasting colour, or in one of the colours in the cloth.

**Use for a Man's Waistcoat.** A man's discarded waistcoat can be made into a woman's jerkin by knitting a woollen back and sleeves. Beige with chocolate-brown, or canary coloured sleeves and back on a black pin-striped waistcoat would be very effective.

## *To use wool from the bit bag*

Of course, you save every scrap of wool when you are unpicking, don't you? A needleful of wool can be used for mending or sewing seams. Here are some ideas for using up larger quantities :—

1. Use large balls of different-coloured wool to make striped jumpers, cardigans, caps, scarves and gloves.

2. Use odd lengths of different-coloured wools or embroidery skeins for making squares or strips to be joined together in blankets, pram or cot covers and rugs. Or make them into crocheted or knitted hats, caps, hoods, socks and scarves and gloves. The gloves could have palms of one colour and backs of another. Save new wool for the big things.

3. Beautiful quilts and warm coat linings can be made of squares of wool crocheted together from oddments, and quilted. To make shell pattern quilting cast on 41 stitches loosely. Knit in garter stitch throughout. Knit eight rows plain. Then continue knitting two together on each side of the centre stitch on each alternate row. This means decreasing always on the same side. Continue until three stitches remain. Knit these three together and cast off.

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# Make do and Mend aids

## Sewing Classes

Why not join a sewing class and learn to sew? Your local Evening Institute, Technical College, or Women's Organisation is probably running a class now. Ask the Citizens Advice Bureau; they will be able to tell you when these classes meet.

★

## Pool your equipment and ideas

If you are one of the clever ones who already know how to Make do and Mend, don't keep your ideas to yourself, but pass them on to your neighbours. Start a sewing party where you can pool your equipment, such as scissors, pins, piece-bags, dressmakers' dummies and sewing machines.

★

## Children's shoe and clothing exchanges

Make use of the children's shoe and clothing exchanges which are opening in many parts of the country. Perhaps there is one in your district; it is worth while finding out.

★

## Advice Centres

Many advice centres are opening where you can take your worn-out clothes to get advice on renovating and mending.

★

## Mending Groups

Can you help others—for instance, by organising a group of women with some needlework skill and a little time, to repair the overalls of the local war workers? Ask the welfare or personnel departments of the factories if you can help.

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THIS BOOK IS TO HELP YOU . . .

To keep clothes looking trim as long as they have to last.

To renovate children's outgrown clothes so cleverly that none is ever wasted.

To turn every scrap of good material you possess to advantage.

To keep your household linen in good repair.

To make do with things you already have instead of buying new.

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# MAN POWER

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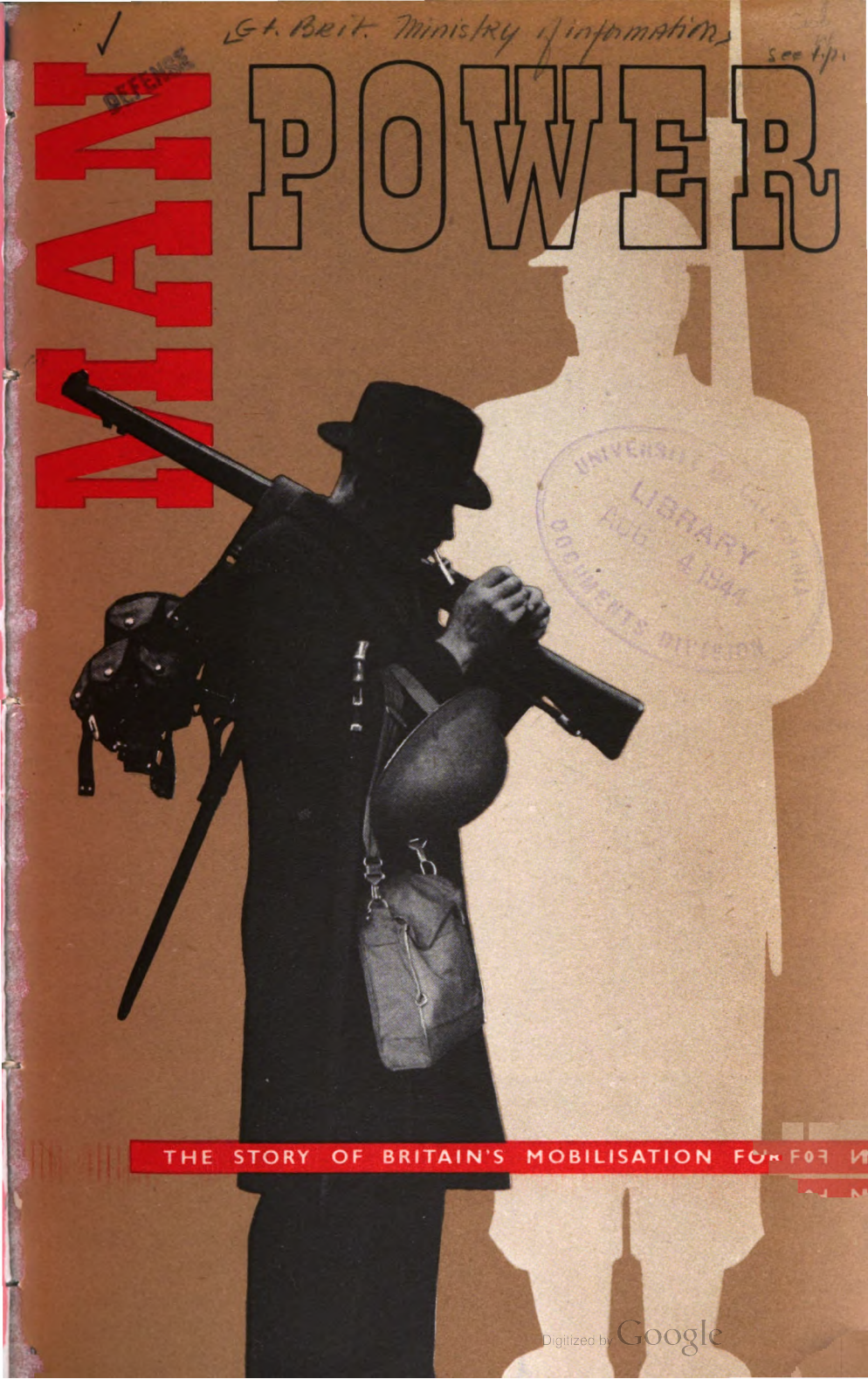

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# MANPOWER

*The Story of*

BRITAIN'S MOBILISATION
FOR WAR

*Prepared for the Ministry of Labour*
*and National Service*
*by the Ministry of Information*

1947

LONDON
HIS MAJESTY'S STATIONERY OFFICE

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# 1. "EACH TO OUR PART, EACH TO OUR STATION"

THIS IS THE STORY behind all our war stories. Not all the courage and self-sacrifice of men fighting in the air, at sea or on land could have saved us if we had not made proper use of our man power and mobilised the whole people for total war. This was our supreme problem—how to put the life of the nation on a war footing, in the shortest possible time. If we could not solve it, then we were doomed. Here was the test. If we passed it, not only could we survive as a free people, but the last shadow of any charge of decadence, so often brought against us by the Axis propagandists, would vanish.

We have solved the problem and passed the test. The people have been re-grouped for total war. We have gone a long way to make certain that each citizen is making the fullest possible contribution to the national effort; that working and living conditions are as good as they can be under difficult war-time restrictions; and that, in spite of the vast compulsory powers conferred on the Government, the working of the system safeguards our individual rights and preserves our democratic spirit. The job has been done without the help of press-gangs, secret police and concentration camps. There have been some hard cases, of course, for millions of people cannot be mobilised in any fashion without some individuals feeling, rightly or wrongly, that they have been badly treated. But these are a tiny and dwindling minority. What is important is that the gigantic task has been accomplished without our saying good-bye to the democratic spirit, to tolerance and good-humour, and our respect for personality. We have retained the deep inward sense of freedom and of the value of the individual while we have been organising, toughening and arming ourselves to fight for the survival of these capital human qualities. This is a great achievement. It may come to be regarded as our very greatest single achievement as a people.

This then is the story behind all our war stories. It cannot be told in full. We are, in fact, still in the middle of the adventure. But enough can be told to show what a remarkable story it is.

Let us begin with the date 22nd May, 1940. Of course there had been preparatory work before then. There was the Military Training Act, the Schedule of Reserved Occupations, and the methods that were introduced with the passing of the National Service Act at the outbreak of war. These had laid the founda-



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tions for the mobilisation of our manpower. But now the phoney war had stopped being phoney and almost overnight the whole outlook had changed. There had, therefore, to be an immense speeding-up, a clarification and a broadening of the existing basis in order that complete mobilisation might be secured.

The Nazis were securely established in Norway and Denmark and now the Luftwaffe and the panzer divisions had been let loose against France and the Low Countries. The tiger was out. On 22nd May Mr. Churchill flew to France to discuss the horrible situation with M. Reynaud and General Weygand. And on that same day, in the House of Commons, the British nation really went to war, for in less than three hours the Emergency Powers (Defence) Act, 1940, passed through all its stages. "It is necessary," announced the Leader of the House, Mr. Attlee, "that the Government should be given complete control over persons and property, not just some persons of some particular class of the community, but all persons, rich and poor, employer and workman, man or woman, and all property." The trumpets were sounding at last.

## *Britain rolls up its sleeves*

On that same afternoon an essential regulation—known as Regulation 58A—was made under that Act. This regulation "vested in the Minister of Labour and National Service the control and use of all labour by empowering him to direct any person in the United Kingdom to perform such services in the United Kingdom as might be specified in the direction." In plain English, this means that the Minister of Labour was given the power to order most of us about on a grand scale. If next morning he had decided that it was in the national interest that five thousand people in Kensington should go to Perthshire to fell trees, then they would have had to go and do it. Up to 22nd May we were a free-and-easy democracy, much too free-and-easy to fight a total war. On 23rd May it looked as if we had taken a jump into a totalitarian regime. Our services were now, it seemed, at the disposal of the State. The Minister of Labour and his National Service Officers, who were now authorised by the Regulation to issue directions, could tell us what to do and where to do it. We have often been told that Britain is the country of gradual and almost imperceptible revolutions. But there was nothing gradual and imperceptible about this revolution. It had happened in one day.

By passing the Emergency Powers (Defence) Act, 1940, and making these various Regulations, Parliament on behalf of the

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country, which was solidly behind it, had said in effect to the Minister of Labour : " We want to fight this war with everything we've got. Go ahead at full speed and mobilise the manpower of the country for the Forces and for war industry." Our situation was desperate, and the war had to come first. Nevertheless, we were still a democracy and not a totalitarian country. We were fighting as a democracy, and we wanted to destroy Nazism and not imitate it. Therefore, no matter how desperate our situation might be, no matter how much power might now be vested in the Minister of Labour and his officers, we still hoped that the elaborate checks and safeguards of our pre-war system would not be swept away for ever, that the rights of the individual would not be completely forgotten, and that the democratic spirit would not vanish.

One of the first things that all the dictators had done was to smash the organised working-class movements, to break the unions. But though our Government had now assumed the wide powers of a dictatorship, in order to meet the terrible emergency, there was to be no smashing and breaking here. Instead, the co-operation of the employers and trades unions was sought so that within the framework of these new vast powers the old democratic spirit should survive. Britain, in fact, was seeking a new compromise, and once again making political history. In the very shadow of invasion, with half Europe wrecked before it, Britain was acting as a political laboratory again.

Thus, while Mr. Attlee was telling the House of Commons that the situation in France was so critical that the Government must seek powers to take control over persons and property, Mr. Bevin was explaining to the National Joint Advisory Council the nature and scope of the Bill, and the general direction of labour he proposed to follow. This was a body, consisting of representatives of the Trades Union Congress General Council and the British Employers' Confederation, that had been set up at the outbreak of war to advise the Ministry of Labour on matters of common interest to employers and workers. And now this Joint Advisory Council, recognising the gravity of the situation, agreed wholeheartedly to co-operate with the Ministry. They also decided to appoint a Consultative Committee to advise the Minister on all matters arising out of this war-time legislation.

Again, if war industry were to be speeded up, it meant that a great deal of new and comparatively unskilled labour would have to be introduced into the factories. By careful organisation, the splitting up of jobs, and the use of machine tools, skilled labour can be considerably diluted. Given some preliminary training and a machine with the proper jigs and tools, a woman can turn

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out a part for an aircraft or gun that formerly demanded the services of a highly skilled man. Therefore, on this same day in May, agreements were arrived at between the Engineering and Allied Employers' National Federation, the Amalgamated Engineering Union, the National Union of General and Municipal Workers and the Transport and General Workers' Union to provide for the temporary relaxation of existing customs so as to permit, for the period of the war, the splitting up of skilled jobs and the extended employment of women in the engineering industry. This opened a door through which have since streamed hundreds of thousands of women and girls, to make aircraft, guns, shells, and all the munitions of war.

Three days later, on the 25th May, 1940, the executives of all the trades unions in the Trades Union Congress endorsed their leaders' action in supporting the Emergency Powers legislation and registered a pledge that all the unions' resources should be used to provide the Fighting Forces with arms and ammunition. Organised labour, representing millions of workers, gave the signal to Go Ahead. The position, therefore, was that the Minister of Labour and National Service now had full powers to mobilise the labour resources of the country, and these powers had been given to him with the full consent and active co-operation of all sections of the community. And not before time. On the 28th May the Belgian Army surrendered. Two days later the evacuation from Dunkirk began. Then, under the blazing sun of that memorable June, the great bastion of France suddenly collapsed, all western Europe came under the control of the Nazis, and Britain stood alone. Our great Navy might be still unchallenged, but we had only a division and a half of fully armed men and a small if superbly trained Air Force against Hitler's two hundred heavily armed divisions and the terrible armadas of the Luftwaffe.

## *The impossible happens*

Only a miracle could save us. It happened and we were saved. That summer our people gave the lie for ever to any talk of their degeneracy. There followed the strangest and most glorious chapter in our industrial history. We were arsenal, garrison and front line. We had to improvise under the very threat of invasion and shadow of extinction, with Göring's total bombing force half an hour away. We had to get the Forces fully equipped at the earliest possible date. We had to replace equipment lost in France. We had to mobilise defence volunteers against invasion and to strengthen our civil defence services. We had to maintain our shipping. We had to

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increase our food production. We had to run our essential services so that the life of the nation could continue. There was a shortage of plant and of skilled men. There was, in fact, a shortage of everything except courage and enthusiasm.

The registration of men under the National Service Act was rapidly speeded up, so that by the end of July men up to the age of 34 had been registered. In June and July, 1940, the rate of compulsory enlistment was about trebled, and this was done on the basis of registrations and medical examinations that had previously taken place under the National Service Act of September, 1939. Employers in the engineering industry were asked to assure themselves that the most effective use was being made of their skilled labour. Under the agreements reached between the trade unions and the employers' associations, they were told to arrange their work so that wherever possible skilled men could be released for urgent work elsewhere. Appeals were made to workers to be ready to leave their employment and go elsewhere if such moves would benefit the nation, and skilled men who thought better use could be made of their services were asked to register at the nearest Employment Exchange. Where workers were transferred but still had homes to maintain near their former place of employment, provision was made for the payment of lodging allowances. These measures soon brought results. At one place 450 skilled men were transferred from one works to another, with the result that a flow of production was released that affected nearly 10,000 workers.

Unskilled labour could not be absorbed unless upgrading and training were accelerated. A new training drive was begun. The Government Training Centres were immediately expanded. Technical colleges and similar institutions, as well as any unused space in maintenance shops, were pressed into service. The training centres were thrown open to the employed as well as the unemployed. Allowances for training were increased. Instructors had to be found, sometimes by appeals to employers to release suitable men. But the greater part of the training, particularly for simple processes, would have to be done in the engineering workshops themselves. Employers were told that they would have to make the very most of their skilled labour and dilute it thoroughly by reorganising their own shops, promoting their skilled men and taking on more and more unskilled men and women. Machines and machine tools would have to take the place of long apprenticeships. An unprecedented level of mass production would have to be reached.

During these long, hot, summer days the British people worked as they had never done before. War factories were working

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twenty-four hours a day, seven days a week, and all holidays were cancelled. The statutory control of the hours of women and young persons was relaxed. The demand for the longest possible working period often came from the workers themselves. Some engineering shops were keeping their men at the benches and machines 75 hours a week, and in one firm there were men who, it was found in August, 1940, had been doing a 76-hour week since mid-May. A works manager in a metal works put in 125 hours in one week during a period of very high pressure, and about 80 hours a week for a couple of months. These hours were maintained often under appalling conditions of physical discomfort—for this was one of the hottest and driest of our summers—but there were few complaints while it was still felt that the country was in danger. It was impossible, however, to maintain production at this breakneck pace. A reaction was inevitable. Medical men pointed out that such long hours were dangerous to health and economically unsound. Production began to fall. Enthusiastic improvisation had to give way to large-scale planning.

## *The Battle of Britain*

Meanwhile, the Battle of Britain had begun. It brought some new and desperately urgent problems. The weary war workers, at the end of this long, hot summer, now found themselves thrust into the front line, for they themselves, their homes, their factories, were now the targets of the Nazi war machine. Every few hours, day and night, the sirens wailed, the guns roared, and the bombs came screaming down. But it was urgently necessary that work should go on, except when enemy planes were directly overhead. Factories appointed their own "spotters" and had their own alarm signals, and for the most part ignored the general "alert" of the district, and this had a marked effect on production. After air raids, whatever the damage, work was quickly resumed, for these men and women knew that it was they who were being deliberately attacked, and they maintained a defiant and unbreakable spirit. The world was watching them in wonder and admiration; the world should see of what stuff they were made.

In this battered but indomitable Britain, which by a last stroke of irony the Nazis have since held up as an example to their own people, careful and elaborate large-scale planning now succeeded hasty improvisation. It was necessary to have a programme for the effective supply, control and distribution of the available labour reserves of the country. Everything depended upon our use of our manpower. Greater Germany

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alone had nearly twice the population we had, and then there were the Italians and such forced labour as the Nazis could wrest out of all the occupied countries. The odds were great, therefore the problem and its urgency were great. Machinery had to be created that would effectively mobilise men and women for the Forces and Civil Defence, for war industries and all essential services. On examination our manpower programme reveals three basic principles: first, to secure, within the limits of our war economy, that each citizen is so engaged that the maximum use is made of his or her ability; secondly, to see that working and living conditions are as satisfactory as is possible in war time; and thirdly, although the broadest compulsory powers have been conferred on the Government, it must still ensure that individual rights are reasonably safeguarded and the democratic spirit is preserved. For this machinery of mobilisation is a most unusual piece of apparatus: its component parts are nothing less than flesh and blood, and the driving force in it is really the will of the people themselves.

## 2. THE PLAN EMERGES: THE FIGHTING MEN

THESE NEXT FOUR CHAPTERS of our manpower story will deal with the actual business of mobilising the people for total war. They concern the first of the three basic principles, namely, to secure, within the limits of our war economy, that each citizen is so engaged that the maximum use is made of his or her ability. Here, the clause "within the limits of our war economy" is important. It may rule out the use of certain kinds of ability simply because the war effort does not need them. Thus a man might have astonishing skill in painting rocking-horses, but can be more usefully employed for the duration of the war in painting ships. A girl may be an exquisite manicurist, but serves the country better by working at a capstan lathe in a munitions factory. But even when this necessary limitation is understood and allowed for, some people will hotly deny that the principle has been properly applied, and will be ready to point out various relatives and friends who, after being directed to war service, now appear to be square pegs in round holes. To which there is more than one possible reply. First, people are not always the best judges of their own ability. Secondly, we are now considering millions of pegs and millions of holes, and a perfect fit every-

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where at once is obviously impossible to attain. There are bound to be some hard cases. Furthermore, it may be necessary in some instances to jam a few square pegs into round holes, just because, for the time being, the war situation demands that the round holes must be filled somehow. Nor must it be forgotten, for it is to our credit, that the idea of total war is naturally repugnant to us as a people. We accepted it with reluctance, almost at the last possible moment, and then only because we were threatened by a far greater evil, the conquest of the world by a power-seeking and barbaric group. The mobilisation of manpower is the major instrument of total war, therefore it comes easier to us to criticise than applaud its workings. We should remember that this mobilisation is a continuous process, not aiming at some static pattern, but for ever changing as the war itself changes. The Ministry of Labour can no more settle down to a permanent fixed plan than the Imperial General Staff can, and indeed the two must work together.

This is, as we all know, mainly a war of machines. Without aircraft, tanks, guns, munitions and a vast mechanical equipment, a nation at war now is almost helpless. In order to produce these machines, and maintain all the essential services that feed this production, we have had to make the fullest possible use of all our skilled manpower, and, as we have seen already, expand our production by introducing into it a large amount of new, trained or semi-trained, labour. At the same time it was necessary to find men (and afterwards women, too) for the rapidly expanding fighting services, which in their turn demanded a considerable proportion of skilled labour, for not only have the war machines to be made, but they have to be serviced and repaired at the fighting end. Meanwhile, though you can cut down all unessential production, as we have done, the life of the nation has to go on. Finally, certain non-military and un-mechanical operations, such as those connected with agriculture or coalmining, are of the highest national importance.

To deal adequately with all these conflicting claims—for a man cannot be making a tank in Birmingham and repairing a tank in Libya at one and the same time, or ploughing a field in Sussex and firing a Bren in Tunisia—is a giant's task. It demands instruments that are both powerful and flexible. The first of these was the Schedule of Reserved Occupations, which was prepared before the war. It was intended to safeguard the country against the worst mistakes of the last war, when enthusiastic but indiscriminate recruiting in the earlier period seriously hindered the nation's war effort. This Schedule was based on a careful estimate of the supply of skilled labour that would be of

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importance in war time. Each occupation had its own age of reservation. The more important the job, the lower the age of reservation. The skilled tradesmen in the Armed Forces were drawn from men below the age of reservation in corresponding civilian occupations (known as Service Trade "feeder" Occupations). Such skilled men were not called up or allowed to volunteer for general service. Provision was also made for the deferment of "key men," that is, any men who were considered to be of greater value for the time being in their civilian occupation than they would be in the Armed Forces.

A series of Royal Proclamations, made under the provisions of the National Service Acts, called ever-widening age groups to register at one of the 1,225 local offices set up by the Ministry. (How many strange epics of courage and endurance, blazing in the Burmese jungle or the African desert, began in one of those shabby premises off some Market Street?) A man liable for service first registers and is asked whether he wishes to express a preference for a particular service. He then has his medical examination, which places him in one of four grades, from the last two of which men have not so far been called up. Grades I and II are sub-divided into a number of categories that take into account general physical condition, eyesight and hearing, etc. (We shall deal later with the various safeguards of individual rights.) He may then be invited to undergo a selection test, by which a preliminary assessment is made of his mental capacity and fitness for various branches of the Services. (Many a man must have wondered why he could not have had, just for his own satisfaction, a similar test in peace time. Have there to be square pegs in square holes only in war time?) He is then seen by a Navy, Army or Air Force Interviewer, according to his choice or suitability, and this Interviewer decides whether the man may be accepted for the particular Service, after which he is posted.

Posting of men to the Services is done at the Regional Offices of the Ministry, of which there are eleven. This arrangement ensures an even spread of demands through the Regional area and also makes it easier to carry out the Government's policy that, so far as is practicable, younger men in an age group should be called up before older men, and single men before married ones. From time to time each of the Services forwards to the Ministry its demands for men, with detailed information about the numbers of non-tradesmen and numbers and types of tradesmen required. Except in the instances of highly skilled men, quotas are apportioned between the various Regions according to statistical information previously obtained of available men. The Regional Offices select their men from their

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own registers, then send them enlistment notices, travel warrants, a day's advance of pay and any special directions about reporting. Under the Acts, the minimum period between the issue of an enlistment notice and the date on which a man is required to report is three days, but in practice the period varies between six and nine days. How the principles work themselves out when applied to a particular case is shown in the following example.

> George Eustace Hillier, born on 1st March, 1904, registered at the Battersea Employment Exchange on 18th January, 1941. He was a warehouse stock clerk who had been employed for 23 years by a firm of paint manufacturers. For this occupation he was not reserved. He was medically examined in February, 1941, and placed in Grade I. After being interviewed by the Army Service Interviewer he was posted to the Black Watch (Royal Highland Regiment) in March, 1941. In January, 1943, he was awarded the Military Medal in recognition of gallant and distinguished services in the Middle East.

### *Individual Deferment*

The system based on the Schedule of Reserved Occupations was a system of block reservation, with men automatically kept out of the Forces simply because they belonged to various occupational groups. Some further refinements were soon found to be necessary. Firms were divided into "protected" and "unprotected" establishments, according to the urgency of the work they were doing. In certain trades there were now two ages of reservation, and men working in "protected establishments" were deferred at the lower age. This meant that firms engaged in work of the highest importance were prevented from losing to the Forces too many of their younger skilled men in vital occupations; at the same time it made available for the Forces, or for more urgent civil work, men of the same age classes in those occupations employed by firms on work of less urgency. But this was not enough. With the increasing demands for more men, a finer instrument was required. For while total war lasts, the manpower problem can never be actually solved; no point of equilibrium or rest can ever be reached; the war machine has to be geared up and up to avoid the disaster of slowing down.

Therefore, since the beginning of 1942, the system of block reservation has been gradually replaced by a more thorough system of individual deferment. Increasing numbers of men, outside certain special occupations, were now liable to be called up unless their employers could establish, in applications to

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special Manpower Boards set up in forty-four districts, that their firms were engaged on work of national importance, that the work performed by the men was essential to the employers, that the men could not be replaced, and that the position created by the calling up of the men could not be met by other means, such as reorganisation. The teeth of the comb were now set much closer together.

### *Women in uniform*

The conscription of men for the Forces has nothing new about it, but a new and quite revolutionary move was made by the passing of the National Service (No. 2) Act in December, 1941. Although many women had joined the Women's Auxiliary Services voluntarily, this Act gave the Government power to put women into uniform. Women were badly needed for the Auxiliary Services, which undertake a variety of duties—from guiding a night bomber back to a station by radio to catering for a thousand-man unit—that would set free the services of men. The voluntary recruiting drives for the Women's Auxiliary Services, though not always conducted with adroitness, had not been failures, but it was realised that a slap-dash voluntary system might be wasteful of womanpower. It was just as important that some young women should be kept out of the Auxiliary Services as that some others should be drawn in. Women, in fact, had to be mobilised as carefully as the men, and women have the same statutory protection and safeguards as men for conscientious objection, postponement of calling-up on grounds of exceptional hardship, and reinstatement on discharge from the Forces.

Royal Proclamations have been issued making liable to service single women and widows without children in the age classes 19 to 30, but up to the present only women born in the years 1918 to 1923 inclusive have been called up. Women called up under the Act were in the first place given an option between the Women's Auxiliary Services, Civil Defence, or such specified jobs in industry as the Ministry might from time to time direct. The Civil Defence option was subsequently withdrawn, and women called up under the Act given a choice between the Women's Services and industry, and this choice in no small measure contributed to the smoothness with which conscription for women has worked. Since January, 1944, the Forces option has been suspended and single women between the ages of 20 and 25 who become available for calling up are all allocated to priority civilian jobs. This is due to the greatly reduced recruiting programmes of the Women's Auxiliary Services and to the paramount needs of industry. Women are not required to

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use lethal weapons unless they volunteer to do so, a provision that leaves the Amazon and the shrinking maiden equally satisfied, even though the Amazon might prefer still more active service and the shrinking maiden blush to find herself in uniform at all.

Finally, it can be said that after some doubtful starts, these Women's Auxiliary Services, whose trim khaki, light and dark blue uniforms are now seen everywhere, are being sensibly managed; the girls look healthy and happy, and clearly most of them will make better wives and mothers and citizens, if only because they have had some physical and mental training, and been given a glimpse of wider horizons after their years of national service.

### *Civil Defence*

Like the men, the women are liable for compulsory civil defence duties and fire-watching outside their normal working hours. By administrative regulation women responsible for the care of children under 14, and others whose personal circumstances would make such duty a definite hardship, are exempted. And this compulsory enrolment of women for part-time civil defence work has made it possible for great numbers of whole-time civil defence workers, both men and women, to be released for other forms of war work.

So far, of course, we have glanced only at the military side of the mobilisation of women, and a sketch of the more elaborate industrial story will follow, but this is the place in which to point out that, in thus applying conscription for national service to women, treading dangerous ground at every step, we in Britain have gone further than any other people engaged in this war in mobilising the nation, and have cleared ourselves for ever from any charge of fighting this war half-heartedly. We have proved that we meant what we said in the desperate but glorious days of 1940, that we would fight to the end with all we had.

## 3. NEW MILLIONS FOR THE WAR INDUSTRIES

WE NOW COME to the industrial mobilisation, the regrouping of the workers for total war. The supply of manpower to the war industries is as important as the supply of men to the Forces, and represents a far more intricate problem. Without increased production, on a vast scale, we could not hope to win a campaign,

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and without an enormous diversion of manpower we could not hope for such production. The supply of labour has been fed through four new channels.

First, the unemployed have been set to work. Here the figures tell the story. At the outbreak of war we had 1,232,000 unemployed, whereas at the end of 1943 we had only 72,000, and they were principally those who were changing their jobs or were unfit for regular work. Second, we have ruthlessly cut down activity in the " less essential " industries such as textiles, hosiery, gloves, boots and shoes, carpets, leather goods, pottery, glass, cutlery, jewellery, toys, etc. This has released large numbers of workers for war industries. Third, we have economised in our use of labour by increasing the hours of work and reducing holidays. The hours are now shorter than they were during the feverish period following Dunkirk, but in assessing the labour force required by firms and undertakings the hours they are working are considered, the general line taken being that the staff employed can be reduced if the hours are less than 52 hours per week for adult workers, exclusive of meal breaks, and 46 per week for office staffs, with two weeks' holiday in the year, with, of course, fire-watching and Home Guard duties in addition. Fourth, we have mobilised the non-industrial sections of the population, including housewives, large numbers of whom have now been taken into full or part-time employment in war industries. Thus regrouped, organised according to a plan, the nation went to work.

The main problems of this supply of labour to the war industries can be divided into three classes. First, the use of labour, particularly highly skilled and heavy male labour and mobile female labour; second, the training of workers to increase the supply of skilled and semi-skilled labour; third, the proper control and distribution of the available skilled, semi-skilled and unskilled labour.

The utmost economy in the use of highly skilled labour meant better organisation in the factories, and the Ministry therefore made use of a large staff of Labour Supply Inspectors with technical experience, who advised employers in the munitions industries. Similar Inspectors were appointed for shipbuilding, coalmining and building. Other officials have been engaged in combing out unskilled workers and examining the way in which they are being used.

### *Learning the ropes*

Many of the larger factories have their own training departments. In addition, training to a high degree of skill is being

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given in the Ministry of Labour Training Centres, supplemented by training at a large number of Technical Colleges, and similar institutions. Youths below military age, men above it, men in unfit categories and women in certain classes are all accepted for training that may last, according to the skill required, from a few weeks to several months. Employed men and women already experienced in engineering, whose skill it is necessary to increase, are trained free of charge, their employers continuing to pay them wages. Sometimes they undertake training in order to transfer to a better job, and then they are paid wages by the Ministry during the period of tuition. There are also part-time courses and lectures on foremanship and supervision in various industrial centres for both men and women, and workers have shown astonishing willingness to attend these courses at the end of hard working days in the factories. Also, full-time courses of several weeks have been organised for canteen cooks and canteen manageresses. And though we may be chiefly employed in making instruments of destruction, it can be said without hesitation that we are a far more highly skilled people than we were four years ago.

Men and women of all grades of society and of various nationalities have passed through the Government Training Centres.

A girl of 16 entered to be trained on capstan lathe work. She proved adaptable, and was trained not only in operating but in setting. The employment following her training was in an engineering works also undertaking the manufacture of guns. She was amongst the first women employed in these works, and so blazed a trail there for the further employment of women.

Two carpenters took up training together as centre lathe turners, and their previous experience stood them in good stead. They were placed with a firm doing a highly specialised type of work, including secret aircraft equipment. Both were so successful that they have been promoted to works foreman and tool-room foreman respectively.

A man discharged from the Forces on account of a foot injury, who was in peace-time a dairyman, has been trained in electric welding, which in normal times is regarded as a trade requiring physical fitness. He was placed at work on all-welded tanks.

A barman, rejected for the Forces, decided to go into munitions. As a boy he had worked in various engineering shops, and had attended evening classes in engineering subjects. At the Training Centre he was passed to inspection work after a few weeks' experience in handling bench tools. He is now employed by a firm engaged in making fine gauges in connection with which he is handling some of the finest testing apparatus and machines.

Among the men and women from business and professions who

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Registration was the first step in sorting out the nation's manpower.

There were many jobs in the Army. Which would he do best?

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The flow of women to the factories began early in the war, when the Government called for volunteers to make munitions. Women of all ages came from their homes to help.

They learned new jobs, releasing men for other vital war work.

They joined the Army

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The Navy

and the R.A.F.

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The call-up for women, as for men, ensures that national service works out fairly for every one and that the nation's full power goes into the war.

Part-time work in Civil Defence eases the strain on manpower.

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have gone through the Centres are a colonel, aged 56, who owns an estate in Yorkshire, but is now chief storekeeper in an aircraft factory; a professional golfer who is on bench fitting; an opera singer who is an inspector and viewer; a solicitor who is a draughtsman; a missionary who is a tool-maker; and a schoolmaster and a librarian who are on instrument-making.

Friendly aliens who have taken the training course include a Czech who arrived in this country with his wife in 1939. He had been an oil merchant and the proprietor of a chemical company. He and his wife entered the Training Centre together, worked together in the same section, and were placed together in the manufacture of Spitfires, to their intense satisfaction. There was also a Polish sculptor who is now on instrument-making in a factory near London; an Austrian who was a well-known journalist and now is a machine operator; a German social worker is an inspector, while another of his countrymen—a former lawyer and high court judge—is working as a miller; and a Dutch boy is welding tank parts.

### *They come from the Commonwealth*

In addition, there are special training schemes for West Indians and natives of India. Nearly 200 skilled technicians were brought over from Jamaica in 1941, when the need in the war factories was acute, and they were placed in employment in factories and workshops round Merseyside. A hostel was prepared for them, and a special Welfare Officer appointed to look after them. Subsequently a number of men, mainly unskilled and of educational standards similar to the skilled technicians, were brought over from the West Indies for training in the Government Training Centres, to be placed afterwards in employment with aircraft manufacturing firms in the North-west. Significant of the co-operation between England and India in armaments is the scheme for bringing Indian workers to this country for training, and for equipping them for supervisory positions in Indian factories. The first part of their stay is at a Government Training Centre where, in addition to practical training, they have lectures on trade union organisation and a theoretical course on foremanship and works management. After training they are placed with selected firms, work alongside English workers, and are lodged in good working-class homes. The first party arrived in May, 1941; up to the present 480 have arrived, and 350 of them have returned to India on completion of their training. These schemes have more than a manpower value. It is hoped that the bringing of these people to work side by side, and to live with British workers, will promote greater understanding between members of the British Commonwealth.

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A minor but interesting feature of mobilisation is the scheme to utilise persons who, through physical disability, have not hitherto been able to take their place in industrial employment. In the autumn of 1941 an interim scheme for vocational training and placing in employment of disabled persons was introduced. The training is provided either in the Ministry's own centres or in Technical Colleges, and it may be in munition work or in other essential occupations. Specialised training is also provided at three residential Colleges run by voluntary organisations with many years' experience. Every effort is made to overcome the prejudice that exists against the employment of persons suffering from some kind of disability, and to persuade employers themselves to train them. The scheme has made a useful contribution to the war effort; more than that, it has demonstrated that, given a chance, persons handicapped by some kind of disability are fully capable of skilled employment, and can hold their own in ordinary competition with able-bodied workers. Another field in which this scheme has achieved success is in the employment of the blind, for whom it has been found that in many forms of industrial occupation, sensitiveness of touch is almost as important as sight, and blind persons are now undertaking successfully work that in peace time would have been thought to be beyond their capacity. This interim scheme, which was introduced as a war measure, forms the basis of the permanent scheme to secure the post-war rehabilitation and re-settlement in useful employment of disabled persons.

### *Keeping check*

The third class of problems is concerned, as has been said already, with the control and distribution of the available labour. We could not hope to build our war machine in pre-war conditions of employment. Thus, in the early days of rearmament, firms with war contracts spent much time and money "poaching" skilled labour. Tempting offers would be made to experienced men, whose value was now soaring, to exchange jobs and employers. This growing evil brought into existence the Restriction on Engagement Order which ensured that all engagements in the engineering, electrical installation, and building and civil engineering industries should be made through the Employment Exchange machinery of the Ministry. It also ensured that agricultural workers and coalminers should not be employed outside those vital industries. Subsequently all men in the age classes 41 to 50 inclusive were registered under the Registration for Employment Order to pick up the men not engaged on important war work.

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Again, men with special types of skill, such as engineers, electricians, shipbuilders, miners and seamen, were registered at different times so that those of them employed in less essential industries could be transferred to the war industries where their services are urgently needed. In the summer of 1940, for example, the Ministry set all its machinery in motion to discover all the men who had been formerly employed in the shipyards. During the last war, all the yards were working at high pressure, but after the war there came a slump, and many shipyards were closed down. In towns like Jarrow, grass grew in the yards, highly skilled men were thrown out of work, with no prospects of ever returning to their trades, and the whole life of the place began to wither and decay. After years of heart-breaking unemployment, large numbers of skilled men drifted away to other places, and sooner or later found other jobs of a kind—perhaps helping in a garage or bicycle-shop, serving beer or weighing out potatoes, stoking furnaces, acting as porters or caretakers in blocks of flats. Now these men had to be found. They may not have set eyes on a shipyard for years, but the skill acquired during years of apprenticeship had not been entirely forgotten. So back they came to the yards, middle-aged men now, feeling stiff and rusty, to begin building ships again for a Britain that had once allowed them to be thrown on the scrap-heap. They are helping to build the ships for us now, earning good money and using their old skill.

Another example of this elaborate machinery of registration at work can be seen in the rapid creation of our war wireless services, especially those concerned with radiolocation. In the early autumn of 1940, radiolocation, with which the Air Ministry had been experimenting for some years, suddenly made rapid strides. Now it was urgently necessary that trained people should be found for this and other electrical services. The Ministry's Central (Technical and Scientific) Register and its general labour supply organisations were at once placed at the disposal of Lord Hankey, who had undertaken the task of finding thousands of people for these services. The Forces, the universities, technical colleges and schools, the B.B.C., the Post Office, and the radio industry, were combed and re-combed for men and women with the necessary knowledge and experience, and courses of instruction on all the essential subjects were organised. These wireless services, now of immense size and complexity, have received great numbers of recruits from the small radio shops everywhere. It is the Little Man of the radio industry, the man who first opened his modest shop because he enjoyed taking sets to pieces and putting a valve in here and a

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coil there, who is helping now with radiolocation, shutting up shop to pluck death out of the skies.

Incidentally, Lord Hankey can be quoted here on the present value and future scope of one form of registration :

> The Ministry set up a new Appointments Department of which the Central (Technical and Scientific) Register now forms part. There are now Appointments Offices all over the country dealing with the war-time use of the many kinds of professional and managerial people who do not fall to the Central Register. These should prove very useful after the war when thousands of men and women will be changing over to peace-time employment.
>
> In addition, the Central (Technical and Scientific) Register should be maintained, though possibly with a revised scope. In the words of Sir Lawrence Bragg, F.R.S. : " The working of the Central Register has been so interesting that one would like to see a permanent body with the same functions set up after the war. . . " Such proposals open up visions of an Imperial Department under the Minister of Labour and National Service linked with the Dominions and India for purposes of interchange, and furnishing scientists and engineers for home research, industry, the Fighting Services, Colonies, and foreign countries when required . . .

From which it may be seen that one small chapter of our manpower story could easily be developed into whole volumes, and that what is but a twinkle in the black-out of to-day might grow, in a planned peace, into a steady illumination lighting giant highways of progress.

Both the Restriction on Engagement Order and the special registrations, mentioned above, were part of a short-term policy. They belonged to the great improvisations of 1940. But it became obvious early in 1941 that a long-term policy would be needed. The growing massive structure of our war industries demanded something more than these improvisations. The supply of labour in these industries would have to be as steady and secure as possible. We could no longer afford the chances and changes of peace-time employment. Every loss in man-hours was now a hole in our armour. So there came into being the Essential Work Order, the boldest and probably the most famous of all our manpower regulations.

Its chief object was to prevent any unnecessary turnover in labour, to keep men and women steadily employed in the war industries, and thereby to increase production by the most economical use of labour. This was done by scheduling essential undertakings and in those undertakings drastically restricting an employer's freedom to discharge a man and an employee's freedom to leave his employment. No more casual sacking or giving notice. Except in instances of " serious misconduct," each side

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had now to give a week's notice and obtain the permission of the National Service Officer. Both the employer and the worker were given the right of appeal to a Local Appeal Board against the decision of the National Service Officer. (The Essential Work Order also deals with the terms and conditions of work, but we shall return to that in a later section.) Furthermore, the Order tries to face squarely what could be considered the new sin in industry, namely, absenteeism. The Order makes it an offence for a worker to stay away from essential war work without good reason, but before any official action can be taken in an individual case, it has to be considered in the first instance by the appropriate Joint Committee in the works. The Committee may deal with the case themselves by warning the worker or they may recommend that he should be given an official warning by the National Service Officer. In the last resort the absentee can be prosecuted and punished by the Courts, but this is rarely necessary. As a rule the influence of fellow workers, brought to bear through the Joint Committee, is effective.

### *The Docker comes into his own*

Since the early months of 1941 special Orders have been applied to particular industries, such as shipbuilding and repairing, building and civil engineering, mining, dock labour, the iron and steel trades, the Merchant Navy and the railways. Here is the story of Jack Smith which shows what has happened to him under these Orders.

> Before the war Jack Smith had been a docker for many years. The nature of his employment compelled him to be one of the army of "casual workers," for the arrival of ships must always be irregular and when work did present itself there were thousands of other men clamouring for a share of it. So, in the course of time, Jack became accustomed to a life of under-employment, averaging perhaps three days a week, and supplementing his earnings for those days by Unemployment Benefit. With the outbreak of war, circumstances changed. It was evident that the quick turn round of ships must be a primary consideration if the lifeline of the country was to be maintained, and that provision must be made for the transfer of dock labour from ports that might be temporarily idle to those that were faced with a sudden rush of work. So, for the first time in his life, Jack found himself given the opportunity of accepting work away from his home port. He was still a "casual" worker, but while on transfer he was guaranteed a minimum wage of 10*s.* a day, together with a lodging allowance of 5*s.* nightly, and his return fare was paid by the Government.

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As the war progressed, many of the younger dockers in the country were called to the Forces, while others took ever-growing opportunities of accepting more regular work. Accordingly, in 1941, the Government decided that Jack, on whom so much depended, could no longer be left as a casual worker, but must take his proper place in the organised industrial force of the country. The Essential Work (Dock Labour) Order was made and, under it, Dock Labour Schemes were established in practically all the ports in the country. Jack is now an employee of the National Dock Labour Corporation which has been set up by the National Joint Council for Dock Labour—a body consisting of representatives of employers and workers—to administer those schemes. He no longer looks to Unemployment Benefit to supplement his earnings, but is assured of a minimum weekly wage, in return for which he must stick to his employment, put in regular appearances, and be prepared to accept all reasonable work in his home port or in any other port in which his services may be needed. Even in the unlikely event of his not getting any actual work during the week, he can be confident of receiving £3 6*s*. as wages, and, because piece-work has been largely introduced into his industry with the establishment of these Dock Labour Schemes, he has good prospects of earning a considerably higher wage. To-day, when on transfer to another port, his guaranteed minimum wage is increased during the first 13 weeks to a full week's pay at the appropriate time rate, amounting in practically every case to £4 2*s*. 6*d*. a week. He has retained the benefits of a 5*s*. nightly lodging allowance and of free travel.

The financial advantages are, however, only one side of the picture. They are reflected in his home life, where for the first time there is a sense of security, an ability to plan ahead. This leads to increased self-respect, as does the nature of his work. The days when Jack had no particular responsibility to any one employer, and when he knew that, for a great deal of his time, there could be no object in his seeking work, are gone. Almost overnight, he has had to adjust his mental outlook—not an easy task for one whom years of hard experience have made "casual-minded." To-day, Jack must always be ready to take work, perhaps in the docks of his home port, perhaps in some distant port, or perhaps in exceptional circumstances not on the docks at all. After years of being "nobody's child," he is the regular employee of a public Corporation and has come to feel that to-day he is one of a national labour force pledged to a task whose successful fulfilment is vital to the nation's existence and victory.

## *Under the Red Ensign*

In peace time the Merchant Seamen were treated as casual labourers; now they get an assured wage varying according to

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their rating and fixed by the National Maritime Board. In May, 1941, the Essential Work (Merchant Navy) Order was made, and a registration was held covering broadly all persons who had served as masters or members of the crew of merchant ships at any time since 1st January, 1936, and who were no longer in the Merchant Navy. Thousands of men registered and many returned to sea within a short time. The rest were left in their shore employment—usually of an essential kind—until such time as they were required for sea service. They come from every walk of life; in particular the certificated engineers whose services are in great demand may come from munitions factories, aircraft factories, engineering companies and of course from shipbuilding and marine engineering where many of them were employed. In addition to experienced and qualified men the Merchant Navy also needs boys and youths who have had pre-sea training or engineering apprenticeships, and there is no lack of such volunteers. Under the Essential Work (Merchant Navy) Order there is established a Merchant Navy Reserve Pool, managed jointly by employers and workers, of which all seamen automatically become members when they cease to be employed by an individual employer and from which they draw "Pool pay" while awaiting a ship.

Then in December, 1941, the Ministry made a Restriction on Transfer Order for the building and civil engineering industries, now working at high pressure on factories, camps and airfields, to prevent the transfer of workers, subject to certain exemptions, from one place to another without the permission of the National Service Officer. This and similar measures were designed to make certain of a large degree of control in the movement of labour, so that men's time and skill should not be wasted and we should make the best use of our workers.

As the demands on our manpower have increased it has become necessary to work out a system of labour preferences, to make sure of the supply of labour for our most urgent needs. Preferences are determined by a Committee of officials of the Supply Departments, the Board of Trade, and the Ministry of Production, under a chairman appointed by the Ministry of Labour. This Committee selects the firms to which transferable labour shall be supplied until demands are met. The firms concerned are largely in the engineering and aircraft industries, but the field has recently been extended to cover many other industries and services essential to the war effort. A specialised system of labour preferences has been developed for special classes of labour, for example, shipbuilding, iron and steel, chemicals and building.

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# 4. WOMEN CALLED TO WAR

NOW we come to the most difficult passage in the story: the mobilisation of women for war industry. Most of us know something about the results. We have seen in war factories of every kind throughout the country these women at work, girls and women who not long ago were shop assistants, luxury trade hands, chambermaids, domestic servants, waitresses, chorus girls, housewives, now working to produce aircraft, tanks, guns, bombs and shells. The change has been dramatic and heartening. But how was it brought about? Millions of women cannot be taken out of shops, offices, hotels, and kitchens, and transformed into capable war workers in the twinkling of an eye. The whole business of mobilising and employing women—wives, sweethearts, daughters—is new and tricky. It creates special and dangerous problems of its own over and above those encountered in the conscription and mobilisation of men. Let us see briefly how the job was tackled.

We have seen already how, in May, 1940, agreement was reached with the chief trade unions connected with war industries to admit women to various kinds of work from which those unions had previously debarred them. The Government made vigorous appeals, heightened by the drama of the war situation, to women to offer themselves for employment or training-followed-by-employment in the war industries. The response, especially at the more dramatic periods, was considerable, and often women flocked to offer themselves for service before the war effort was ready to absorb such numbers or the machinery of reception and allotment was functioning properly to receive them. Undoubtedly some of these appeals were ill-timed. They came before the plans to make full use of the women's services were ready. The recruits arrived before the recruiting sergeant. Girls who, in a glow of patriotic fervour, rushed round to the Employment Exchanges, to be told there by harassed and overworked officials that they were not wanted yet, naturally felt irritated and frustrated by this anti-climax. They frequently told each other, and the rest of us, loudly and at length, that from then on the country could whistle for their services. But the country, instead of whistling, prepared a series of Fall-In bugle calls.

## *Not too old at fifty*

In dealing with the mobilisation of women for the Auxiliary Services, we have already referred to the National Service (No. 2)



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Act of December, 1941. But in the Spring of that year the first registration under the Registration for Employment Order had taken place. Now all women from 18 to 50 inclusive have been registered, and this completes the present programme of registrations. Unless a woman has children under 14 under her care, or is already engaged in work necessary to the war effort, she is called to the nearest Employment Exchange for an interview. At that interview any facts about her domestic circumstances or any financial hardship are obtained. If it is decided—where necessary with the help of panels of independent women—that she can do a war job, then, so far as is possible, she is given a wide choice of war occupations, ranging from munition work to the care of children in war nurseries, from timber production to work in Navy, Army and Air Force Institutes, from jobs in Naval Armament Depots to nursing : the range, in fact, is almost as wide as the war effort itself. But some of the occupations are reserved for women over 30 and those who are not able to leave home.

This business of leaving home marks the chief distinction between the mobilisation of men and of women. It immensely complicates the women's story. A very large proportion of women cannot be given employment away from their own area because of their domestic responsibilities. These are known as "immobile women" in the Ministry files. As this has proved to be one of the giant headaches of the whole manpower task, probably many a harassed Ministry of Labour official, not released from his cares even by sleep, must have startled his wife by muttering strange remarks about "mobile women" and "immobile women." The registrations of women, especially those over 25 years of age, have shown that a very high proportion are married and engaged in household duties, and therefore, even when eligible for war work, cannot be regarded as "mobile." In the 1909 class, for example, out of 330,000 women registered, 260,000 were married, and in the 1907 class out of 340,000 registered, 270,000 were married. Women whose husbands are at home, even when their domestic duties permit them to take a war job, are not asked to go to work beyond daily travelling distance. And there is another class of women also exempt from the requirement to leave home.

This class is made up of the wives of men serving in the Forces and the Merchant Navy. Some of these young women may have no children, no domestic duties, and indeed precious little to do all day long ; but, nevertheless, they cannot be sent away to do a war job. If there is some suitable work to be done near where they are living, they can be required to undertake that, but this

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is as far as the Ministry can go, and unfortunately many of these Servicemen's wives live in areas where there is little to do ; or alternatively, especially if they are the wives of young officers, they move around with their husbands. The chief reason why these women have been exempted in this fashion is that men serving overseas, especially those who had been in the Middle East for some time, felt strongly that if their wives could be compelled to undertake work out of their particular areas, then their homes would be broken up. So strong was this sentiment among the men, many of whom did not understand what was happening in this country, that it was found impossible to treat their wives as other women are being treated, though sheer justice would demand that no such large exceptions should be made. This fact explains why, as so many puzzled observers have often noticed, there may be seen up and down the country a certain number of young and healthy women, with no children and domestic duties, who appear to have so little to do. Nevertheless, a great many Servicemen's wives have volunteered for war work, and some of the young and healthy women denounced by hasty observers may easily be enjoying a very well-earned leave with their husbands.

### *What can you do ?*

It will be seen that the great majority of women registered for national service will be available, if at all, for local work only, and probably in the main for local part-time work. This being so, it is important to find out at an early stage which women *are* able to leave home to fill jobs in areas where there is a great demand for labour. The older the age groups, the fewer women they contain who can be transferred for war work to other areas. But many of these women can be used to replace in their own areas young " mobile " women in jobs in offices and shops that are not directly connected with the war, but that are still necessary to the community. Thus this registration and direction of the older women contribute, though indirectly, to the recruitment of women for essential war work.

The Employment of Women (Control of Engagement) Order, 1943, which has followed a similar but more restricted Order made in 1942, controls the movements of women workers who are between the ages of 18 and 40 inclusive. This corresponds to control by deferment of men up to 41. This control was necessary because although women can be directed into war jobs at the time they are interviewed, it may happen that they change their employment afterwards, going into work that may

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not be the most important for them to do in the national interest. So the Order makes it compulsory for employers to engage any women in these age groups only through the official Exchanges, and to take no steps to find such labour except by notifying the Exchanges. Similarly, women of these age groups may not obtain employment otherwise than through an Exchange. For placing women with special technical or professional qualifications, the Appointments Offices of the Ministry are used. The Control of Employment Order, introduced in 1943, enables the Ministry to make sure that men and women who leave their jobs take up further employment without undue delay. The purpose of these moves should now be clear; they do not represent bureaucracy cutting down individual liberty and grabbing power for its own sake; they are made to ensure that our war effort is based on a planned structure, that labour goes where it is most urgently needed, and that those who have at least some knowledge of the whole intricate picture of our manpower situation shall decide when and where our manpower shall be used.

### *The colours on the plan*

Thus, behind all these moves the statisticians are at work like ants. They have to be, otherwise the bottlenecks would be choking our war effort. There would be nothing but a ghost of a plan, merely haunting a chaotic Britain. As it is, the country is divided into a system of coloured areas. The Scarlet areas are those where there is an urgent demand for unskilled women that can only be met by bringing in women from beyond their daily travelling distance. In other words, these are the areas that are badly in need of "mobile" unskilled women. Then there are the Red, which are areas that need unskilled women, but can find them by retaining all the available women within their bounds. These areas cannot export labour, but do not need to import it. The Amber districts have a nice balance of supply and demand, not unlike the Red, but the demand is not quite so urgent, and if necessary some of their unskilled women can be sent to the screaming Scarlet areas. The Green—as mild and calm as their colour—are the areas where no demands are foreseen that cannot be met, and in which there should be available capacity. Happy areas! But if you come into the category of "surplus unskilled mobile woman labour," it is ten to one you will be moved out and given a travel warrant for one of the hammering, roaring Scarlets.

Again, the country is divided into eleven Regions; some of these are Demand Regions and others are Supply Regions. A

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Demand Region is linked to one or more Supply Regions, whose duty it is—and here we may quote, in wonder and admiration, the official statement—" to supply mobile women to preference vacancies in scarcity areas in their linked Regions." The phrase, let us confess it, is awful ; it reads at first like jargon running into delirium ; but the reality behind it is genuine and sober enough. It means that women who can leave their homes in these Regions must do so, in order to take on urgent war jobs in districts where the war effort, and therefore the world's freedom and future, is in acute danger because there is not enough manpower for the work.

Here is the story of Mabel Black, which illustrates the type of transfer that workers so often find difficult to understand :

> Mabel, single, aged 32, was employed in a small South Coast town as a shorthand-typist-secretary to a surgeon, and as such had deferment. He decided to take on a part-time secretary, and Mabel found for herself a post as secretary to an aircraft engineering firm in the same town. But on being interviewed at the Exchange under the Registration for Employment Order she was held to be available for transfer, and so was offered a post as a shorthand typist in another town. She complained, because, she said, the local post offered to her was on more vital war work than the post found for her by the Exchange which involved her leaving home. The explanation is that although the work offered to her locally was important, that area is fairly rich in labour. Accordingly, a " mobile " woman must be transferred from there to an area where there is shortage of labour, and an " immobile " worker found for the local job. There was a suitable " immobile " worker available for the local aircraft engineering firm. Viewing the case nationally, there are two people now on work vital to the war effort instead of one.

### *The comb-out continues*

As the demand for labour in war industries has grown and grown, it has been necessary not only to pull more and more younger women out of less essential jobs, but also to arrange that more and more women who cannot be away from home all day should be given part-time work. It is only in these two directions that any progress can now be made towards the fullest and most flexible possible use of manpower. For example, the distributive trades have been combed and re-combed to pull all available women out of them, and now women up to 45 years of age are deemed to be generally available for withdrawal, except in the food and coal trades, where a greater measure of protection has had to be given. Again, the 1,200 firms that formerly made furniture in this country have been concentrated

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into 170 units for the manufacture of utility furniture, these 170 employing 6,500 workers. Some thousands of employees in the furniture trade have thereby been released for transfer to direct war work or to jobs from which they have released other workers for direct war work.

The deferment procedure has been tightened. Older men are considered as substitutes for younger men still in the munitions industries. Men on the Appointments Register with organising and administrative experience who cannot at present be used have been asked to volunteer for work in factories. More labour has been made available by a further cutting down of production for the home market. The new recruits for industry must come mainly from those classes of women—for the most part married women—who have not yet been called up. A large proportion of these can only take part-time work.

### *Part-time Labour*

Part-time employment has to be organised very carefully. The workers obviously cannot travel a long distance, and often supply and demand cannot be found in the same place. The present figure of part-time workers is roughly estimated at about 840,000.

Here are some actual notes on a visit to a factory employing part-time workers :

> One firm, engaged on Admiralty work, and employing about 3,000 workers, now has 800 part-time women on its pay roll. There are three separate shifts each day for part-time workers : 7 or 8 a.m. to 12 noon, 1 p.m. to 6 p.m., 6 p.m. to 10 p.m. The morning and afternoon shifts are made up of women who are unable, for domestic reasons, to go into full employment ; the evening shift is made up of women who are already doing a full-time job. The evening workers come once, and in some cases twice, a week. They arrive at the factory at 6, if possible, are given a meal in the factory canteen, and are at their machines by 6.30. They are taught to use various machines, and at the end of the shift their basket of articles is weighed. There is great competition between the part-timers themselves, as well as between their average output and that of the full-time workers.
>
> The evening workers are very enthusiastic about their job, and practically never miss a shift ; in fact, some of them have arranged their holidays so that they are able to turn up as usual on their night. They are tremendously grateful for the ready co-operation they receive from the full-timers, who find nothing too much trouble when teaching beginners. The jobs from which the evening workers come are varied. There are a number of civil servants, shop assistants, buyers, journalists, and many of these

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workers have brought along recruits from their daytime businesses. The usual hourly rate is paid, but as the evening workers are already earning their living during the day, they have decided to give this money to a war charity. This factory has arranged with the London Passenger Transport Board for the most popular buses to pass the factory at about 10.15 p.m. The difficulty of transport at night has, unfortunately, prevented many people from undertaking the night shift, as it is not easy to get from the factory to the outer parts of London at a late hour.

## 5. BALANCE SHEET OF MOBILISATION

HERE we can halt the mobilisation story to strike a balance. Let us first explain something that has bewildered and sometimes embittered a great many citizens, who complain that the Ministry's policy seems to take many twists and turns. Now in its primary task of mobilising the nation's manpower, of regrouping industry and workers for total war, the Ministry has moved forward fairly steadily. The twists and turns, the apparent inconsistencies, arise from the fact, which is not clear to most people who do not see the whole picture, that the Ministry's policy must be bent this way and that by the fortunes of the war itself. After all, we have powerful enemies, who are busy making their own moves. So no matter how we plan and organise, what happens here at home must necessarily be influenced by what is happening abroad, perhaps at the other side of the world. We could fill pages with examples, but perhaps two will be sufficient.

The fall of France and the entry of Italy into the war against us meant that our export of coal was suddenly cut down, and we found ourselves with plenty of coal on our hands at a time when men were badly needed for the Forces and for munition work. Therefore, many miners were taken out of the pits. But later we discovered that the output of coal was falling, partly because the older men who were left could not work at the pace of the younger men who had gone, partly because few young men were entering the industry. So it was necessary to bring back large numbers of miners, not only from the Forces but also from war factories, where many of them had learned new trades that they preferred to coalmining. Again, Japan's rapid occupation of great productive areas in the Far East seriously affected our economy here. A large slice of the world from which we

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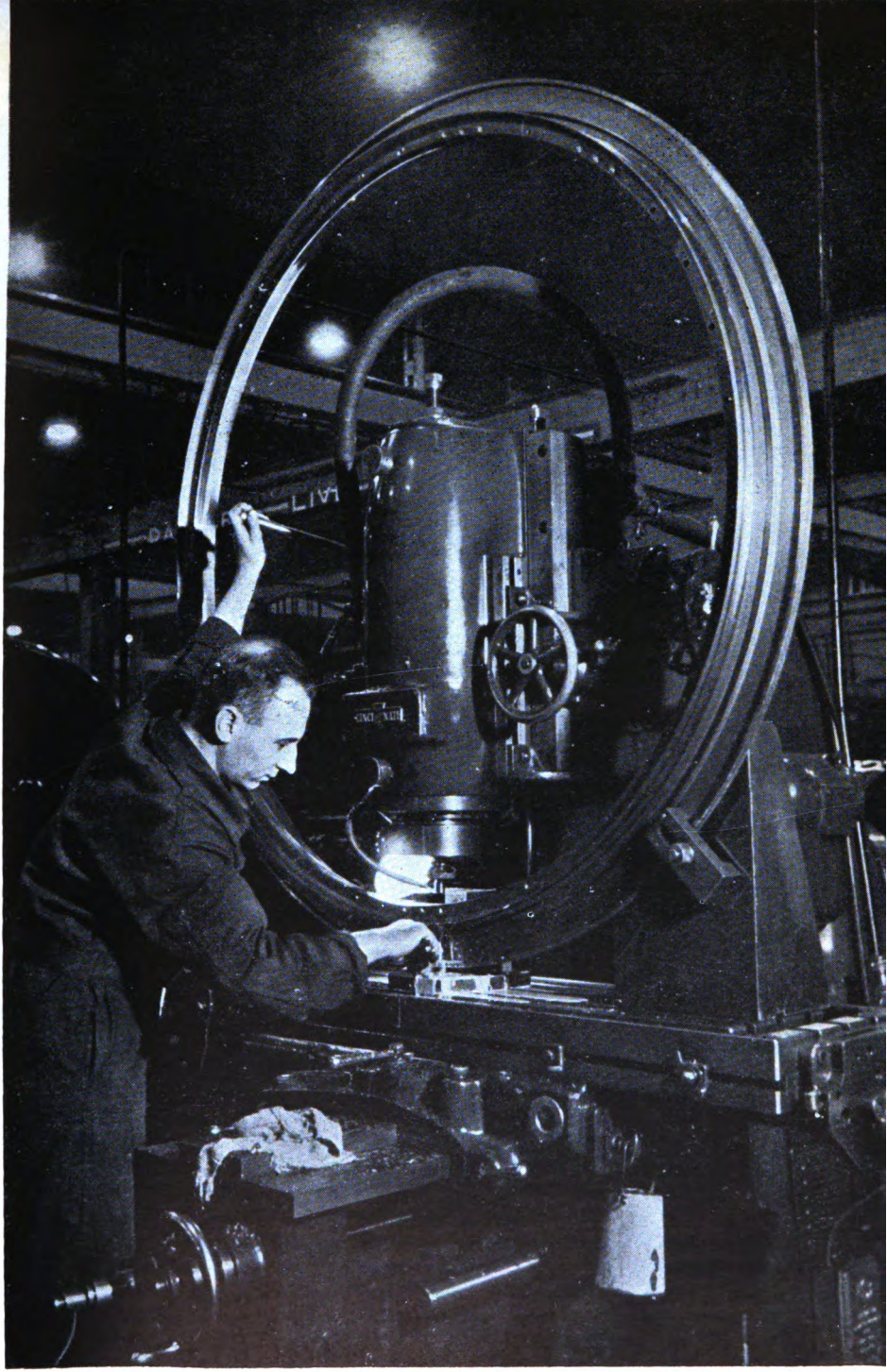

This is the ring of a tank turret. Factories, fields, and mines are the front in the battle of production, and the battle of production, like the battlefield, must have its army.

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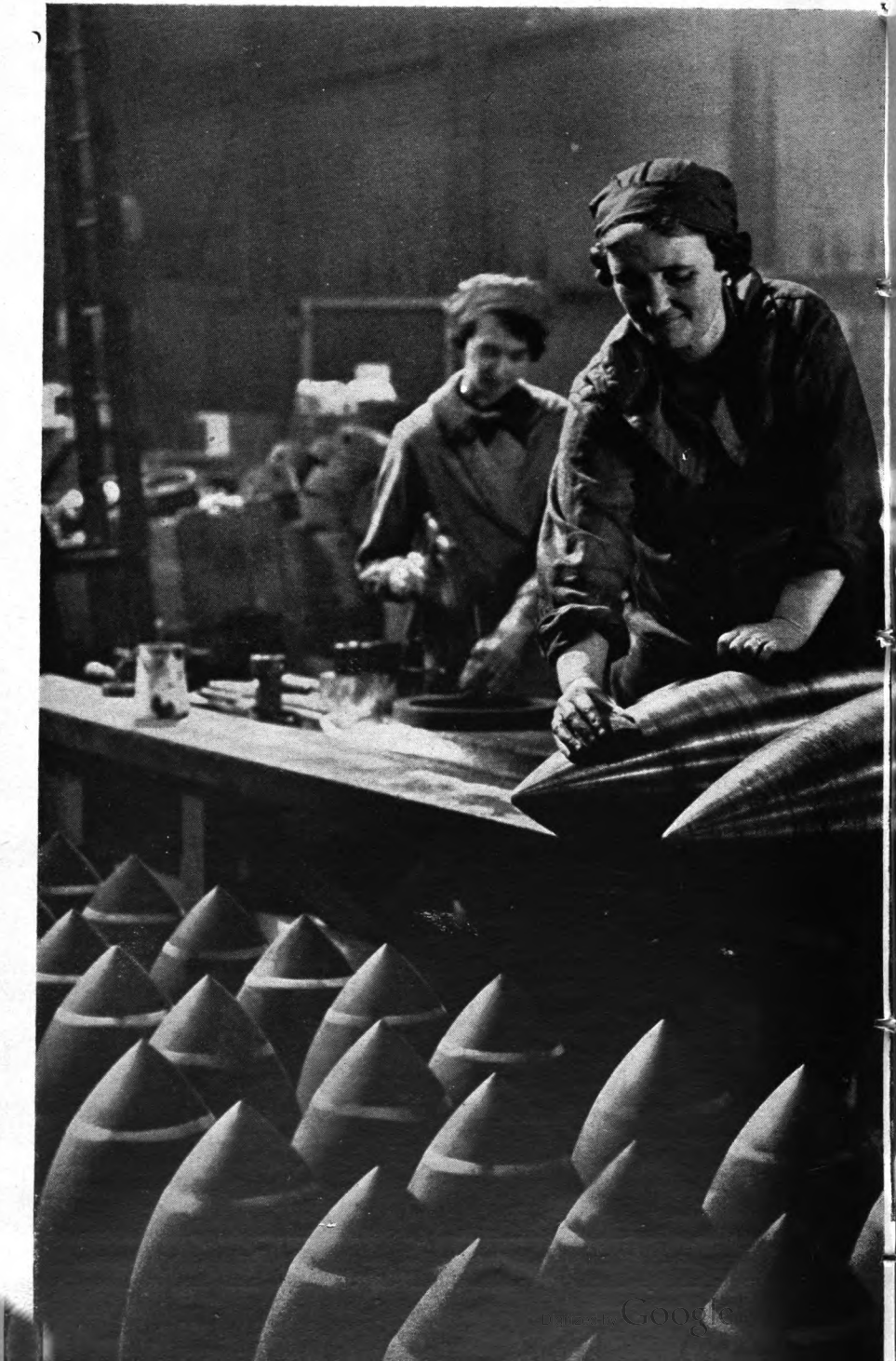

In the production army women do their share. These are shells for the Royal Navy.

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On the land the great production drive continues.

Underground the miners play their vital part.

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Ships for the Battle of the Seven Seas.

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Bombers for the Battle of Germany.

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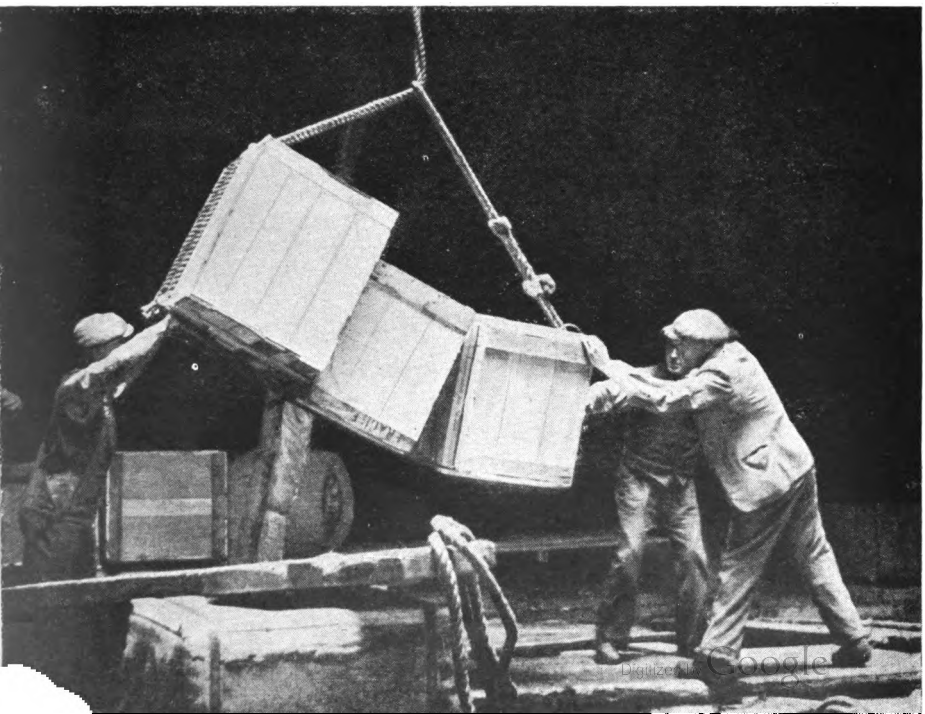
Camps for the Allied armies.

Food for the people.



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imported all kinds of stuff was now in the hands of the enemy. This explains why people might be asked to leave a trade for more urgent war work and afterwards be told that they must return to that trade. There is no real inconsistency here, for work at such a trade might suddenly become urgent war work, simply because the fortunes of war themselves had shifted.

Jenny Green can well be excused for thinking she was moved without rhyme or reason, but her movement was required because of her possession of skill, the value of which fluctuates according to the changing nature of the munitions demand. Jenny was born in June, 1921, and was employed in a spinning mill until April, 1941, when it was closed as a result of concentration. At the time she was unwilling to go to a Royal Ordnance factory near her home. Nevertheless she was placed at the factory after considerable persuasion by the Local Office. She was employed on shifts and worked from 37 to 50 hours per week, and her average wage was between £3 and £3 5s. per week. In June, 1942, she was asked to return to cotton. She expressed unwillingness to return to the industry unless she could return to her "own mill" which was closed. She was again interviewed later and the Local Office was able to persuade her to return to cotton with a fresh employer.

We have now switched over from the defensive to the offensive. This means, too, a shift of priorities. What are supremely important now are ships, aircraft, tanks, and devices to counter U-boats. Some other stocks of munitions are now so large that their manufacture will make little further demands on our labour supply. This necessary movement of priorities, this shift of emphasis from one kind of manufacture to another, has to be met by the most careful planning. And here it will be easy to make a mistake. Some unavoidable temporary unemployment may increase for a time the unemployment figures, so that some people may jump to the conclusion that the real manpower drive is over, that we even have unwanted reserves of labour, when in truth the demand will be more urgent and the drive harder than ever; when we are merely adjusting our production to prepare for our offensive; when we are summoning all our remaining strength to deliver the final knock-out.

Nearly all the latest proposals of the Ministry have been designed to prevent employers, faced with demands for increased output, from looking around for more labour; to prevent workers from moving casually from job to job; to make sure that the Department is able to keep track of workers all the time so that no changes are made without good reason. The necessary closing of some plants and opening of others, due to the changes in

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production, will mean that more war workers will have to leave home and settle near their new jobs, although the changes are planned as far as possible to release workers in places where there are other urgent jobs to do.

### *An army of twenty-three millions*

Such figures as can be given of the great mobilisation are very impressive. There are in Great Britain 33,100,000 persons aged from 14 to 64 inclusive. This figure comprises 15,900,000 men and 17,200,000 women; of these women, most of whom are married, nearly 10,000,000 are occupied in essential household duties, and there are 9,000,000 children under 14 who must be looked after—particularly in war time—mostly by women. Between 18 and 64, only 4,500,000 women are unmarried. Over 20,700,000 men and women have been registered under the National Service Acts and the Registration for Employment Order.

Of the 33,100,000 persons aged 14 to 64, nearly 23,000,000 are "gainfully occupied" (including the Armed Forces at home and abroad, and including also persons employed on a part-time basis). In addition, about 1,000,000 men and women aged 65 and over are in paid employment. This does not take into account any form of voluntary work, such as that of married women with domestic responsibilities who are taking in lodgers or evacuees, or members of the W.V.S. or other organisations doing voluntary work at canteens, nursery schools, etc. There are at least 1,000,000 women of all ages rendering voluntary service.

It is estimated that by the middle of 1943 there were 1,200,000 more men employed on munition work than at the end of the last war; that the total number of female workers in all industries and the Forces, excluding private domestic service, was 7,750,000, of whom about 750,000 were in part-time employment; that the proportion of women aged 14 to 59 in the Forces, munitions and essential industries is about double the proportion in 1918; that nearly 3,000,000 married women and widows were in employment as compared with 1,250,000 before the war; and that among women aged 18 to 40, 90 per cent. of the single women and 80 per cent. of the married women and widows without dependent children were in the Forces or industry.

### *On 'change*

All this registering and interviewing has taken place at the 1,225 local offices of the Ministry, which range from first-class Employment Exchanges to small Branch Offices. The day had

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arrived when these Employment Exchanges, which once had only been haunted by shabby groups of the unemployed, were really exchanging employment, were the lively local centres of our National Service organisation, and so at last had come into their own. Of many of these offices it can be said that their appearance—too often shabby and depressing—is the worst thing about them. Representing as they do the cause of National Service, they ought to look the most attractive, and not the least attractive, premises in the street. When all that these offices have done during the last three years is remembered, it might be imagined that the Ministry must have had to quadruple its staff, but actually it has not even been doubled. Before the war it employed 5,400 persons at Headquarters, and 26,200 in all the Regional and Local Offices, making a total of 31,600. Now there are just under 5,300 at Headquarters, and about 35,000 outside, including people working in the Regional Offices, District Manpower and Appointments Offices, and the large Training Department, making a total of about 40,300. There can hardly be any activity in our national life that some members of this 40,000 odd have not touched during the course of the long day's work. Here is a little army that has helped to produce great armies, both of fighting men proper and of industrial war workers.

## 6. WAGES AND WORKING CONDITIONS

WE NOW COME, in this chapter of our manpower story, to the second of the three basic principles on which the whole structure of mobilisation rests, namely, to see that working and living conditions are as satisfactory as is possible in war time.

First, a brief note about wages. On that famous afternoon in May, 1940, when Regulation 58A was born, the Minister of Labour and National Service was empowered to direct persons to perform services under such terms and conditions as he may determine; but in determining the terms and conditions the Minister was required to keep in mind "the rate for the job," that is, the appropriate terms and conditions provided for by collective agreement between organised employers and workers, or in the absence of such agreement the terms and conditions prevailing among good employers. Obviously the only alternative to this was to put the whole pre-war economic system into cold storage—or the dust-bin—and declare a complete

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national moratorium, pay everybody on a war-time functional basis, and behave in fact like a thorough-going Socialist State. (Many people who have advocated service rates for workers do not appear to have worked out the full implications of their schemes.) And as only a few people were ready to be as drastic as this, and as in any event the country had to be mobilised for total war with all possible speed, this was not a practicable alternative, and "the rate for the job," and all that it implied, became firmly embedded in the scheme.

Inequalities of pay were inevitable, though they are probably neither as widespread nor as shocking as many people imagine. If a man is paid for a job at a basic rate, probably a pre-war rate, and then you implore him and his employers to speed up the job and work the longest possible hours at it, you can hardly be surprised if after a time his wage packet is much larger and heavier than it ever was before. He may now be drawing three or four times as much pay as his friends who are risking limbs and lives in the fighting services. This is an unfortunate inequality. But war-time inequalities and anomalies are not confined to this worker-soldier level. Owing to the rapid speeding-up of piece-rate jobs in many war factories, there may be absurd inequalities and anomalies even inside a single workshop. Thus, a semi-skilled worker on such piece-rates may contrive to earn more in a week than the skilled charge-hand or foreman who is held to be responsible for the work. But then the whole structure of war industry had to be built up, indeed it had to be rapidly improvised, on the foundations of our pre-war economic life. And all that the Government could ensure was that national service would not result in anybody being sweated or half-starved. There could at least be a reasonable minimum of pay.

### *Safeguarding conditions*

The policy on wages cannot be taken alone. The various orders for the general control and direction of manpower are complementary: taken together they have exercised a powerful stabilising influence. Moreover, these steps have been taken with the consent and support of the Trades Union Congress and the British Confederation of Employers. The various steps taken may be summarised as follows:—

(1) The Conditions of Employment and National Arbitration Order, 1940, provided that any trade dispute may be reported to the Minister and that, failing settlement by other means, he must refer the dispute for settlement to the National

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Arbitration Tribunal. Under the Order, an obligation is placed on employers to observe recognised terms and conditions of employment settled by joint machinery. The Order also provides for the recording of any departure from trade practices during the war.

(2) Apart from statutory arrangements, co-operation between organised workers and employers by the strengthening of existing joint machinery has been encouraged, as has also the establishment of new machinery for the settlement of wages and conditions. As part of this policy about 60 joint industrial councils and similar bodies have been established since the outbreak of war.

(3) Under the Defence Regulation 58A, persons may be directed to perform service under such terms, remuneration and conditions of service as the Minister or the National Service Officer may direct. In fixing these terms, regard must be paid to the agreements of organisations of workers and employers or the decisions of joint industrial councils or arbitration tribunals. Thus, a worker who is transferred in the interests of war production from one employment to another is required to take the recognised wages for the job.

(4) The Essential Work Orders, the first of which was made in March, 1941, have now been applied to over eight and a half million workers. These Orders make it illegal in the case of work scheduled under the Order for an employer to dismiss a worker (except on the ground of serious misconduct in the factory), or for a worker to leave his employer, without the permission of the National Service Officer. The Orders also provide for the payment of a guaranteed weekly wage in the case of time workers and a guaranteed daily wage in respect of piece workers. Before an undertaking is scheduled under the Orders, the Minister satisfies himself that there is adequate machinery for determining wages and conditions in the industry. No undertaking is scheduled if there is reason to believe that the terms and conditions of employment in the particular undertaking are less favourable than those recognised under the Arbitration Order. The general effect of the Essential Work Orders is to control the movement of labour while providing necessary safeguards for the protection of recognised standards of wages and conditions and ensuring the payment of a guaranteed wage.

### *The purpose and the plans*

Again, if workers are to be directed to employment, and if their right to leave that employment is to be severely questioned,

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then any glimmer of social justice, to say nothing of any sensible consideration of war-time morale, suggests that the conditions under which they work should be reasonably satisfactory. Therefore the Ministry decided that it would not exercise its powers to direct men and women to employment away from home unless proper arrangements for them exist. This policy is not confined to welfare arrangements *inside* the factory but also extends to welfare *outside* the factory, including arrangements for housing, travelling and feeding. Such arrangements could hardly be perfected during a period when millions were called for national service, when invasion was round the corner and the country was being heavily bombed ; we are considering now a rapidly expanding and overworked State department, co-operating with a host of official and unofficial bodies and individuals under war-time handicaps, and not an angelic legion of miracle workers ; but the purpose was there, the plans were there, and very soon a large welfare organisation was functioning to carry out that purpose and those plans.

## 7. WELFARE: MAKING THE BEST OF IT

AS EARLY AS JUNE, 1940, a Factory and Welfare Department was set up which took over Factory Act administration and the Factory Inspectorate from the Home Office and included a new Welfare Department to help in developing the arrangements for the welfare of war workers outside the factories. At the same time the Factory and Welfare Advisory Board was appointed to advise on the health, safety and general welfare of workers inside the factories, and the lodging, feeding and general welfare arrangements outside the factories. This Board, presided over by the Minister or a Parliamentary Secretary to the Ministry, includes unofficial people specially connected with workers, employers and voluntary organisations. The Factories Act of 1937, with detailed regulations under that and earlier Acts, had already laid down elaborate requirements for the safety, health and welfare of workers, and had restricted the working hours of women and of young persons under 18 years of age. These requirements served as a basis for the work of the new Factory and Welfare Department, but, in spite of war-time difficulties, the Department did not hesitate to press for and help to secure further safety, health and welfare measures.

During the emergency high-pressure period after Dunkirk,

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the statutory control of the hours of women and young persons was relaxed and, as we have already seen, very long hours were common both among women and young persons and among older male workers, whose hours are not in general subject to statutory restriction. But excessive hours over a long period lead to over-fatigue, unrest, sickness and absenteeism, and sooner or later defeat their own object. The Ministry soon issued a statement to this effect, and recommended an immediate reduction of hours to an average of 60 a week, and a further reduction, as soon as the necessary labour force had been built up, to 55–56 hours a week. The position now is that the control of hours for women and young persons in factories has been firmly re-established, although it has been necessary in many cases to authorise longer hours than those allowed in peace time. After investigations by Factory Inspectors and discussion with workers and their representatives, temporary authorisations of this kind are granted for particular factories where circumstances demand it. Regular hours above 60 a week for men and 55 for women have been strongly discouraged, and although they still exist in some factories, the number of cases is diminishing. It is becoming more and more realised that reasonable hours of work, which do not pile up fatigue, produce the best steady output, and that careful organisation along these lines will help to equip workers for an extraordinary effort for a short period to meet some exceptional emergency.

### *A million meals a day*

In November, 1940, the Factories (Canteens) Order gave the Chief Inspector of Factories authority to direct any munitions factory employing more than 250 people to maintain a suitable canteen where hot meals could be bought by the workers. Early in 1941, similar Orders were applied to building and civil engineering works and docks. At the end of 1943 the number of factories with more than 250 workers, and where there were canteens, was 4,870; also about 5,700 factories with less than 250 workers have canteens selling hot meals. There were, too, about 700 canteens at building and civil engineering sites and 180 at docks. The proportion of workers using canteens varies widely even as between one factory and another in the same trade and in the same town. There are still lots of workers, especially middle-aged men, who would rather sit by their machines eating dry sandwiches than go and enjoy a hot meal, and a supplementary meat ration, in the works canteen. Some do it out of parsimony, others out of shyness, and others again from sheer conservatism.

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The canteens themselves vary enormously, of course, from little places, serving cups of tea and odd snacks, to the gigantic establishments in the big factories with meals for 3-shift workers on a 24-hour service, vast electrified kitchens and properly equipped stages for E.N.S.A. or works concerts or other shows and dance bands. The number of workers served in canteens is constantly increasing, and now there are some millions of workers throughout the country who have a full cooked meal there every day. In some small works, a simple mess-room is set aside, and the cooked food is brought in insulated containers from a neighbouring British Restaurant or a large-scale cooking depot set up by the local authority.

There can be no doubt about the value of this great canteen movement, both to the war effort and to the community. It has meant that vast numbers of workers, with the minimum of trouble to themselves, can have at least one substantial and wholesome hot meal during the day. It has enabled the Ministry of Food to meet many special needs without disturbing the general rationing system. It has helped to eliminate waste in the use of the extra rations, and has done something towards keeping workers on a reasonably balanced diet. It has brought together, in companionable ease, workers of all kinds—and our war factories are now filled with people formerly belonging to many different classes—and given them an opportunity to develop a new and wider social life. Finally, it is helping to make us a more gregarious and perhaps more truly civilised people. Just because we are finding a new pleasure in eating out among colleagues and neighbours, and no longer boasting mournfully of " keeping ourselves *to* ourselves," we are beginning to break down old barriers and forget old prejudices.

### *Workers' welfare*

Even before the war many large firms had adopted enlightened methods of personnel management, and for that purpose had been employing specially trained men or women, known variously but somewhat indiscriminately as Personnel Managers, Labour Managers, Welfare Officers or Welfare Supervisors. The duties entrusted to them by different firms were by no means uniform, but wherever they were found they had the specific responsibility of smoothing out the relations between the management and the employees. They had to deal with the well-being of the workers, give them advice, if sought, about their personal problems, organise sports, recreation, entertainments, and so forth. Sensible employers had realised that first-rate service was not likely to be forthcoming from dissatisfied, bored, worried, anxious workpeople.

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Here is a morning in the life of a welfare supervisor in a firm in the Midlands employing 4,000 men and women :

| INTERVIEWS | ACTION TAKEN |
|---|---|
| *8.30 a.m.* Girl asks for hospital note for her dependent mother. | *Sent note to Birmingham Hospitals' Contributory Scheme Secretary in works asking him to send one.* |
| *8.35 a.m.* 'Phone rings. Bad draught in Block 4. | *Make note to investigate personally.* |
| *8.50 a.m.* Man to ask us to 'phone hospital : an inquiry about his wife. | *'Phone, while man waits.* |
| *9 a.m.* Girl asks if she can have time off for a wedding. Foreman is willing. | *A chat about it and permission is granted.* |
| *9.10 a.m.* 'Phone from foreman to say he is sending girl down who refuses to work "on oil." Man calls for barber's ticket to have hair cut in the works. | |
| *9.20 a.m.* Girl who refuses to work comes in. | *Reason with her, as she is the reasonable type. She decides to go "on oil."* |
| *9.50 a.m.* Go into works to look into the trouble about the draught. | *Report to "Maintenance."* |
| *10.10 a.m.* Return to office to find a man and wife waiting. Their daughter, aged 16, has run away from home. | *Send for girl. After talking to all three, left them to themselves. Girl decides to go home. Suggest to Labour Department that she is, if possible, transferred to another block away from certain friends.* |
| *10.45 a.m.* Try to write a few letters. 'Phone: Complaint about tea in General Office. | *Report it to the Canteen.* |
| 'Phone. Request to visit a woman to find out why absent, as she is wanted for very important work. | *After making sure it is urgent, send assistant to get woman in.* |
| Man from Wales. Can we find him a house ? He wants to bring his family here. | *Take notes and add to list of rooms wanted and to let.* |
| *11.20 a.m.* 'Phone from Personnel Manager. Girls coming from Scotland to be found billets. | |
| *11.30 a.m.* Woman who has quarrelled with her husband comes for advice on how to get arrears of maintenance. | *Finding the case unusually complicated, send her to the Citizens' Advice Bureau.* |
| *11.45 a.m.* Woman whose boy of 15 is employed by us comes in to complain about his earnings. | *Investigate, and find he only takes home about half his wages. Tell his mother we will see he has a good reprimanding and we will watch how he goes on. (This case turned out well, as the parents were sensible, and so was the boy when tackled about it.)* |
| *12.30 p.m.* Dinner. | |

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The rapid development of war industries, which claimed millions of new workers and compelled many of them to leave their own districts, made it urgently necessary that there should be the best possible personnel management in the factories. Many educated men and women, too old or otherwise unfit for the Forces, have made this work their war job. (In one West-country aircraft factory, the woman welfare officer was formerly a lecturer in philosophy at Oxford.) With the Joint Universities Council for Social Studies and the Institute of Labour Management, the Ministry arranged special short training courses, and several hundred students of these courses have already found such posts.

Returns show that of the larger factories employing more than 500 persons, about 90 per cent. have some definite form of welfare supervision. New workers entering the factories, perhaps with worrying personal problems still unsettled, often consult the personnel manager or welfare officer, who is able to give them sound advice and so relieve their minds. Often a man or woman has some small trouble that he or she does not wish to take either to the trade union or to the ordinary works management, and here the good welfare officer can probably put things right, and so help the worker, the management, and the war effort.

Medical supervision and service in war factories have been enormously extended. There are now 180 full-time works medical officers compared with 35 at the beginning of the war and 750 doctors substantially employed part-time as compared with 70 when war began. This latter figure does not include all the doctors who may visit factories more or less regularly. There are no figures available for the increase in the number of works' nurses but the number now employed is over 6,000. In many of the new large factories, the clinics are extremely well equipped and are ready to do anything for their patients, from pulling out their teeth to giving them artificial sunlight.

### *Mothers and children*

In order that mothers of small children should be free, if they so desire, to undertake full or part-time work, war-time nurseries have been established by local authorities. By December, 1943, 1,450 of these nurseries were open, allowing accommodation for over 65,000 children. Another 160 were being set up, to make places for a further 8,500 children. Provision had also been made for 121,000 children under five in public elementary schools while their mothers were at work, and 33,000 in nursery classes and nursery schools. The Child Welfare authorities had registered over 8,500 " daily guardians," and over 10,500 children were being cared for under this scheme, which must, however,

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be regarded as being distinctly inferior, as a piece of social planning, to the scheme of providing proper day nurseries. Residential nurseries for children under five are controlled by the Ministry of Health, and service in them is regarded by the Ministry of Labour as essential war work for women. Local Education Authorities have also made fairly extensive provision for play centres out of school hours for children of school age whose mothers are out at work.

### *The men of the Merchant Navy*

Finally, much has been done for the welfare of a body of men whose courage and endurance have contributed so much to our cause—the merchant seamen. A Seamen's Welfare Board has been set up by the Minister of Labour to advise on all questions concerning the welfare of British, Allied and foreign seamen in British ports, and of the crews of British ships in overseas ports. Port Welfare Committees have been set up in the chief ports here, and Seamen's Welfare Officers have been appointed to act as secretaries to these Committees as officers of the Department. Merchant Navy Houses providing residential accommodation have been set up at Cardiff, Grimsby, Glasgow, Hull, Leith, Liverpool, London, Newcastle and Newport, and others are to follow shortly. There are also special welfare arrangements for Indian and Chinese seamen, and for the seamen of Allied and neutral countries.

Recreational clubs have also been provided. These afford all kinds of facilities, including reading and writing rooms, games and billiard rooms, dining rooms and bars. Guests of both sexes are admitted. There are already such clubs at Avonmouth, Barry, Cardiff, Glasgow, Hull, Liverpool, London, Newport, Swansea and West Hartlepool, and others at Aberdeen and South Shields are being prepared.

The Merchant Navy Club at London, in Rupert Street, Piccadilly, and those at Glasgow and Cardiff, were founded through donations received from the British War Relief Society in America. The Ocean Club at Liverpool was set up by the Liverpool Seamen's Welfare Centre through a fund subscribed by shipowners and others; it also has a small grant-in-aid from the Exchequer. These Clubs, which have created an entirely new standard of recreational opportunities for merchant seamen, are, except for the Ocean Club at Liverpool, under the management of the National Service Hostels Corporation.

The voluntary organisations, too, have established many new hostels, institutions and clubs, and have extended and improved existing ones.

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# 8. MOBILE LABOUR COMES TO REST

THE RAPID EXPANSION of war industries has taken more and more workers away from their homes and into new areas of production. There has been, in fact, an organised migration of the people, an industrial exodus, in which thousands and thousands of them have been moved from their homes, a process which can easily be rather grim. It is part of the price we have to pay. Our people are not naturally restless, and nearly all of them are deeply attached to their bit of the country and their own homes, and so detest this forced exile, but they know very well that, compared with the terrible slave-raiding of the Nazis in occupied Europe, accompanied by every possible form of treachery, brutality and beastliness, this temporary homelessness among their own people is not a heavy price to pay, and most of them pay it gladly. These great movements among the population, and the steep rise in the proportion of women employed in industry, have created special welfare problems, chiefly relating to accommodation, transport, feeding, shopping, care of children and recreation. These problems demand separate and close attention. To help with this a Regional Welfare Officer has been appointed for each of the Ministry's Regions, and 120 Local Welfare Officers have been set to work to assist the Regional Officers in certain areas where the need was greatest.

## *Moving to the Midlands*

As an example of these activities, we can take the organisation of transport for workers sent across country. The women and girls coming from Scotland to the Midlands, for instance, first meet at Edinburgh or Glasgow, and then, accompanied by officers of the Ministry, are brought down in a party overnight in specially reserved compartments, and are then handed over at Birmingham to the Reception Officers. They are not being herded but "convoyed" in a friendly fashion, to give them a good start in their new life, if only by relieving them of the anxieties and some of the fatigue and bewilderment of war-time travel. In Birmingham a hostel has been opened within walking distance of the railway stations. Here the workers rest on arrival and are given a meal. At Coventry a house near the station has been taken over as a Reception Office. And similar special arrangements have been made—or are being made—in other industrial centres.

Here is the story of actual arrangements made for the transfer



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of a small party of girls from Scotland to the Midlands. Similar arrangements have been made for as many as 160 girls travelling down to England on one night.

Six girls left Glasgow by the 10.10 p.m. train. One had travelled from Inverness, one from Aberdeen, one from Blairgowrie, Perthshire, and one had left Wick the previous afternoon, stayed the night in Inverness, and travelled to Glasgow to join the party. The Reception Officer had met these girls on their arrival at Glasgow, taken them for a meal, and then on to the appropriate Glasgow station to join the Escorting Officer at the No. 15 Booking Office window at 9.15 p.m. Here they were joined by two other girls, one a Glasgow girl and the other a girl who had travelled from Stornoway via Kyle the day before and had been accommodated in the Y.W.C.A. Club in Glasgow for the night. The Reception Officer checked the tickets of the girls and assured herself that all the luggage of the party was correctly labelled with the Ministry's red, white and blue stick-on and tie-on labels, and the girls were settled in the seats which had been reserved for them. They were then free to spend the remaining time saying good-bye to their relatives and friends on the platform.

Two W.A.A.F. volunteers who were going South asked if they might join the party and the girls were able to compare notes en route. On arrival at Carstairs at 11.20 p.m., the party was joined by another Escorting Officer who had travelled from Edinburgh with three girls by the 9.50 p.m. train. One of these girls came from Dundee and one from Haddington. Both of them had been met by a Reception Officer, taken for supper, and then on to meet the Escorting Officer at the appropriate station where they were joined by a girl from Portobello. This made up a party of nine for industrial work and two volunteers for the W.A.A.F. Of the girls for industrial work three were going to Stoke, three to Birmingham, and three to Coventry. The party arrived at Carlisle at 1.10 a.m., where tea was brought along for the girls, previous arrangements having been made by the Department. At Crewe, the Glasgow Escorting Officer left with the three girls bound for Stoke. They were met at Crewe by a Welfare Officer, taken to a Church Army Hut, where the girls had tea and sandwiches. They arrived at Stoke at 8.5 a.m., and were taken to a club where they had a wash and brush-up and a good breakfast. The Billeting Officer arrived at 9 a.m. and took the girls to the billets which had been arranged for them.

Meanwhile, the Edinburgh Escorting Officer had been travelling on to Birmingham with the remaining six workers and the two W.A.A.F. recruits. They reached Birmingham at 8.10 a.m. and were met by a Welfare Officer who took the three girls who were staying in Birmingham off to the hostel for breakfast. Later they were taken to the lodgings arranged for them and then went on to the factory. The W.A.A.F. volunteers were put on to the right train for their depot. While the Escorting Officer guarded

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the luggage on the platform, the three girls for Coventry were taken by the Birmingham Welfare Officer for a wash and brush-up and quick cup of tea before getting the 8.40 train to Coventry, arriving there at 9.5 a.m. This party was met by a member of the Women's Voluntary Services, the luggage was taken to the reception office outside the station and the girls to a hostel for breakfast, and from there to the hostel in which they were to live. They were introduced to the Warden and later taken on to the factory.

It is not only the girls for whom the Department makes arrangements. Here is the story of Fred Rogers in his contacts with the Exchange on transfer.

Fred was a fully trained electrician employed by one of the large boroughs in the South of England. Electricians were urgently required in a North of Scotland shipyard, and a number of men in the South were withdrawn by the Labour Supply Officers for transfer. Fred was among them. The Exchange received instructions that he would be travelling on a certain date and was prepared to assist in finding accommodation. He duly arrived early one afternoon, and reported at the Exchange, together with a workmate who had also been transferred. He was supplied with a list of suitable lodgings and went off to secure accommodation, which he should have been able to find easily enough for himself and his mate. That evening, however, one of the officers in the Exchange chanced to be in the railway station about seven o'clock and saw the two men, together with a lady, who turned out to be Mrs. Rogers. Being aware of the circumstances of their arrival, he spoke to them and found that they had been quite unable to find accommodation and were, to say the least of it, weary and disconsolate.

The difficulty was obvious—accommodation could very readily be obtained for single men, but for a married couple and a friend, who, being strangers in a strange land, naturally wished to be together, the quest became very difficult. The officer took matters in hand and in a very short time secured accommodation. Fred had unfortunately not disclosed that his wife was with him, otherwise earlier assistance could have been given. Being still responsible for the rent and rates of his home in England, Fred was able to claim and receive a continuing liability allowance for this. He was responsible also for the maintenance of an invalid sister, who died some months after his arrival in Scotland. He wished to travel South to see this sister just before she died and, for this journey, was issued with a free rail warrant. This man appreciated the help given him and settled down very well to his work under conditions very different from those to which he was accustomed.

Lodgings are not easy to find now in this strangely overcrowded island. So reception hostels have been opened to give transferred

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Going into industry may mean changing your home as well as your job. Special travel and reception arrangements are made for those who have to leave their homes.

Behind the factory front are Government hostels. Many workers make these their wartime homes.

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Workers' playtime. Hours are long, but there is usually a spell for relaxation after meals. Sometimes the factory canteen is a small one, sometimes it is a restaurant to seat a thousand workers, where works concerts are given.

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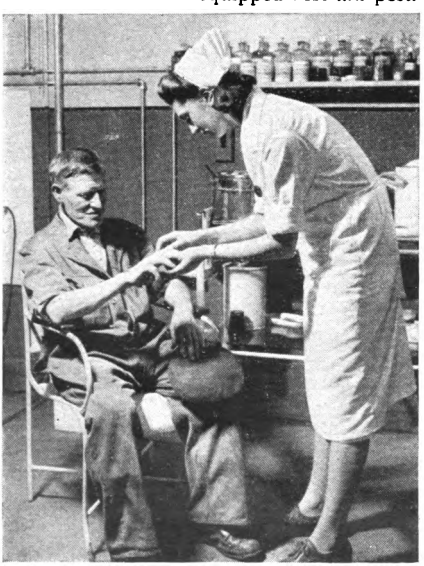
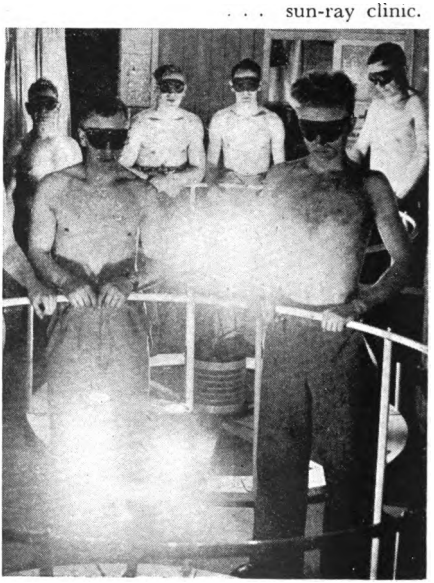
Welfare arrangements may include a nursery where mothers leave their babies during working hours.

. . . well-equipped first aid post.



. . . sun-ray clinic.



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workers board and lodging for a day or two until they can find suitable lodgings. There are now 90 of these hostels, varying in size from some with 100 beds to others with only three or four, according to the needs of the district. Some of them are used, particularly in towns that cannot offer any spare beds, as residential hostels, too.

### *Hostels are their homes*

In important industrial centres, such as Coventry, where lodgings are very hard to find, and in connection with large factories in remote districts where there is no accommodation, it has been necessary to build hostels. There are about 80 of these already, and others are being built. Most of them are managed by the National Service Hostels Corporation. They vary in size, but generally offer accommodation to between 500 and 1,000 workers; and some are for men, some for women, and some for both sexes. Most of them have been built on a uniform pattern, not unlike that of the popular holiday camps, with a very large central building, containing canteens, lounges, recreation hall for dances, cinema shows, and concerts, and around this central building a number of dormitory blocks. Hostels of this kind attached to the Royal Ordnance Factories come under the direction of the Ministry of Supply. Workers in America collected 35,000 dollars for the benefit of women war workers in this country, and this charming gift was used to provide twelve clubs with temporary hostel accommodation for women munition workers.

Early in 1941 a memorandum was issued as a guide to the building and civil engineering industries on the development of welfare for their employees, more especially in the lay-out and furnishing of workers' camps and the arrangements for feeding, sanitation and recreation. In spite of the obvious difficulties in dealing with these industries, the progress so far has been very considerable. At one period there were about 2,800 substantial construction sites under the Ministry's inspection, and over 600 workmen's camps associated with these contracts. Over four hundred full-time welfare supervisors and about 170 part-time supervisors were employed by the contractors and there was regular welfare supervision at more than 700 other contracts. At most of the camps a fairly good standard of board and lodging and recreation has been provided, although not without a good deal of persistent effort on the part of Factory Inspectors and others, to convince contractors that this welfare work is something more than a fad. It is now one of the

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conditions of the contracts that the firms concerned must take into account the Ministry of Labour's welfare memorandum.

Other activities of the Welfare Department and its officers include co-operation with the Ministry of Health on lodgings and billeting of transferred war workers; co-operation with the Ministry of Food on the setting up of British Restaurants to provide meals for industrial workers and their families, and on the shopping problems of the workers who are also housewives; arrangements for the care of people who fall sick, including the provision of a free travel warrant for a near relative of the sick worker; and co-operation with various other Government Departments on the care of workers' children, transport arrangements, lunch-time concerts, and the organisation of "Fitness for Service" classes and sports.

### *Music while you work*

Both E.N.S.A. (Entertainments National Service Association) and C.E.M.A. (Committee for the Encouragement of Music and the Arts) have been pressed into service by the Ministry to provide concerts and general entertainment for war workers, not only in the factories themselves, but also in the hostels after working hours, or in halls in towns where there are a number of billeted war workers. E.N.S.A. has also 36 mobile film units that are taken to remote sites to cheer up the building and constructional workers temporarily exiled there. There are also special broadcasts for war workers which take place in the factories, as well as concerts there by Military and R.A.F. bands. Special band concerts have, on occasion, been arranged for the dockers.

## 9. WHEN FREE MEN FIGHT FOR FREEDOM

IN THIS chapter of our manpower we come to the third basic principle: although the broadest compulsory powers have been conferred, by general consent, on the Government, it must still ensure that individual rights are reasonably safeguarded and the democratic spirit is preserved. And just as the thoroughness and speed of our mobilisation of manpower surprised our enemies, so, too, the successful application of this third principle has surprised our friends.

Just before the war, and then again in its early months, many American commentators announced that Britain must either

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be crushed by the Axis Powers or, if she wished to withstand them with any chance of success, become as totalitarian as they were. To continue as a democracy, we were told, meant certain defeat. The arguments were neat and logical enough, but nevertheless they were wrong, perhaps because they were being applied to a people whose minds are not very neat and logical, but are not without a natural deep sagacity. It is true that millions and millions of our people, in fact about two-thirds of our adult population, had to be registered, and steps had to be taken to ensure they were engaged in national service. They had to be re-grouped for total war. This was not something imposed upon the people, but urgently demanded by them, and it has been their eager co-operation that has made any press-gang or Gestapo methods unnecessary and unthinkable. And that is only the beginning. The democratic idea insists that persons should be respected as persons, that individuals exist in their own right and are not non-existent until recognised by the State, and that even in time of war there should still be tolerance, good humour, common sense, a spirit of give-and-take, in the relations between Government officials and ordinary citizens. We had no intention of creating a machine that would feed the war effort with men and women as if it were feeding a furnace with coke. We were still a community of persons.

Individual rights, then, have been reasonably safeguarded. Clearly in such times there are many claims for special consideration that cannot be called reasonable. An exquisite youth might announce—and genuinely believe—that his life would be a misery if he were put into uniform, given a pair of heavy boots, and marched up and down a parade ground with a bunch of louts. A spoilt girl might declare that she was threatened with torture if she were ordered to join one of the Auxiliary Services or work in a roaring crowded war factory. But claims of this sort would not generally be held to be reasonable. A line has to be drawn somewhere, and obviously it has to be drawn well below this level of super-refinement. Wherever it is drawn, of course, there are bound to be borderline cases that may be genuinely hard cases. But elaborate machinery of investigation and appeal was designed to reduce these cases to a minimum, to give the individual man or woman a chance of pleading his or her special circumstances, and to make it possible to adjust the conflicting claims of the Ministry and of the people called for service by the Ministry, wherever it was plain that there was a definite conflict.

These are hard times, but, after considering these safeguards and this machinery, nobody in his senses could conclude that the

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times were deliberately made harder for him by a callous and ruthless demand for manpower at all costs. If Britain was a fortress, then no governors of a fortress in war time ever before took such pains to satisfy the individual claims of the besieged populace.

### *The Unions play their part*

It has already been explained how, at the end of May, 1940, when the Emergency Powers (Defence) Act, 1940, came into existence, with Parliament solidly behind it, the Minister of Labour and National Service immediately consulted the Employers and the Trades Unions and invited a co-operation they were ready and eager to give. This step was taken because it was imperative that both the organised employers' and the organised workers' movement should be partners in this vast enterprise of mobilisation. The House of Commons and the Press had already answered for the country. The Federated Employers answered for their side of industry, and the Trades Unions, which had come into existence to protect the workers' interests, were brought into the story.

Seven members nominated by the Trades Union Congress General Council, together with seven members from the British Employers' Confederation, formed the Joint Consultative Committee, which meets the Minister regularly. The name is perhaps misleading, for a Consultative Committee suggests a dim, vaguely approving body, whereas actually this Committee not only gives advice at every turn of the long road, but also plays an active part in the framing of the various industrial Orders and Regulations. To give even a short list of the subjects it has considered and on which it has advised the Ministry would be to return to much ground that has already been covered. What is important here is to recognise that we have had from the beginning of the great mobilisation a framework of reference—Government-employers-workers—that is broadly national, representing the interests of each large essential class. And even then, Parliament and Press are still there, to ask pertinent questions and to demand reasonable answers.

### *Watching women's interests*

In view of the special problems concerning women the Minister appointed a Women's Consultative Committee to advise him on questions affecting women's registration and the best means of securing their service for the national effort, and their advice has been obtained on all matters of policy. The Committee consists of nine well-known women, including three Members of

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Parliament and three women Trade Unionists. Meeting at fortnightly intervals under the Chairmanship of a Parliamentary Secretary to the Ministry, this Committee has given unflagging attention to both the large and the small problems arising out of women's mobilisation, and their advice has been invaluable.

## 10. THE RIGHT TO APPEAL

NOW LET US return to the individual. Even though he or she may be of a suitable age and general fitness to be called for service in the Forces, postponement of such service may be granted as a statutory right on grounds of *exceptional* hardship. This gives time for alternative arrangements to be made to mitigate the hardship that would result from immediate call-up. A form of application for postponement on these grounds is normally obtained at the time of medical examination. The application may be granted by the Authorised Officer at the Exchange and if he does not grant it then the application must be referred to a Military Service (Hardship) Committee. Postponement can be granted for a period not exceeding six months at a time, and before the end of the period a further application can be made. If this Committee does not grant postponement and if its decision is not unanimous, then the applicant has the right of appeal to the Umpire, whose decision is final. In special circumstances, even where the decision is unanimous, leave to appeal to the Umpire may be given by the Committee. There is a further safeguard in the fact that the Minister may also appeal to the Umpire, not only against postponement, but for postponement. The Hardship Committees consist of a Chairman, usually a barrister or solicitor, appointed by the Minister, and two members selected from panels of men and women who are usually members of Courts of Referees set up under the Unemployment Insurance Acts and are, therefore, representative of employers and workers. There are about 300 Chairmen of Hardship Committees with an approximate total of 15,000 members of the Panels. As these now also concern women, far more women members are now serving on the Committees, and women's cases are heard by a Committee that includes at least one woman member. In a large industrial London Borough the Committee on a specific day was made up of a barrister acting as Chairman, a master builder and a woman shop assistant. In a small cathedral city it was composed of a local solicitor as Chairman, and his

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two assessors were both women, one a local J.P., and the other a woman machine-minder from a local aircraft factory. This is how a claim for postponement is dealt with.

> May Deans is a Scottish girl who made application for a postponement certificate on the 5th June, 1942, on the grounds that she acted as housekeeper for her father, aged 72, a shepherd, that there was no one else to help, and that she looked after a cow, milked, and helped with the harvest. Living in a remote part of Scotland she was unlikely to be able to get a housekeeper or be able to get lodgings for her father. The application was granted on behalf of the Minister by the Authorised Officer at the Exchange and postponement given till 4th September, 1942. A renewal application was made on the 19th August. This was considered by the Military Service (Hardship) Committee, who granted three months' postponement. Further renewals were granted on application as the circumstances remain unchanged.

## *Conscientious Objection*

There is a form of exemption that has puzzled or amused many of our foreign friends: conscientious objection. They cannot understand why a man should be allowed to escape military service during time of war merely because he pleads that his convictions tell him such service is wrong. They see this as yet another example of British illogicality. But though it may be illogical, it is not really unreasonable. We hold that a man whose deepest feelings are outraged by combatant military service should not be pressed into such service. Not only will he suffer, but also—a point frequently overlooked—the Service will suffer. Nobody wants to attack an enemy strong-point in the company of fellow soldiers who are rootedly opposed to fighting. If a man honestly believes that the use of lethal weapons under any circumstances is wrong, then it is unfair both to him, and to the men who would have to soldier with him, to drag him into the Forces. (Some of us saw a pacifist section of the Auxiliary Fire Service do heroic work during the London blitz.) Nor is there any reason why a man who has satisfied the authorities that he is a genuine conscientious objector should be stigmatised in any way. All that is necessary is that we should make sure that this privilege is not abused by mere dodgers. Therefore, it is probably a good thing that a man should be called upon to display a certain amount of moral courage in making his appeal for exemption on the grounds of conscience.

The procedure is simple enough. If a man declares that he conscientiously objects to being registered for, or to performing, military service, or to undertaking combatant duties, he registers

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provisionally as a conscientious objector, his particulars are recorded on a form of a different colour from the ordinary forms, and he is asked to complete another form explaining the nature of his objections. Later he appears before a Local Tribunal, which will make one of the following orders: That the applicant be registered as a conscientious objector without conditions; that he be registered as a conscientious objector on condition that he undertakes specified civilian work under civilian control until the end of the war; that he be registered as liable for service in a non-combatant branch of the Forces; that his name be removed from the Register of Conscientious Objectors so that he becomes liable for full military service. There are 17 Local Tribunals in Great Britain, and with the inclusion of women under the National Service Acts, the membership of these Tribunals has been enlarged to include women. At least one, and where possible two, women members usually sit on Tribunals hearing women's cases. The London Local Tribunal, under the chairmanship of Judge Hargreaves, is composed of a lawyer, a professor, an alderman, a trade unionist, a woman J.P., and the headmistress of a girls' school. If an applicant is dissatisfied with the decision of the Local Tribunal, he can appeal to an Appellate Tribunal, whose decision is final. There are four divisions of the Appellate Tribunal in England, one for Scotland and one for Wales. Their chairmen are nominated by the Lord Chancellor (in Scotland by the Lord President of the Court of Session), and there are women members.

> Will Clark was a bricklayer, who applied to the Local Tribunal for registration as a conscientious objector on the ground that he was a Christadelphian, and that a tenet of his belief was a conscientious objection to all forms of military training or service in any capacity with His Majesty's Forces or with the Police Force. Evidence was given by a friend as to the sincerity of Will's convictions. The Tribunal was satisfied that there was a genuine conscientious objection to both combatant and non-combatant military service, and they decided that Will should be registered conditionally, the condition being that he must undertake full-time hospital work or A.R.P. work or National Fire Service, or full-time work on the land. This condition was accepted by Will, and there was no appeal.

Even the fittest young men under 25 at the time they registered, and liable for full military service, have had since September, 1942, an opportunity for volunteering for arduous or dangerous civilian work to replace their military service. In July, 1943, the option was extended to fit men of all ages and they can volunteer for underground work in coal, tin, iron ore and oil

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shale mines, so long as they are not being called to the Forces in a trade capacity. This alternative can at times release a little welcome humour, as the following correspondence shows :—

*5th October*, 1942.

Dear Mr. X—,

(for the regional controller).

*Re* your enclosed letter, returned without thanks. Your offer leaves me cold ! I have *no wish* to delve into the bowels of the earth, for Coal, Tin, Gypsum, Oil Shale, Iron Ore, Salt, Sulphur, Gold, Silver, nor any other material which may lie at present locked in the embraces of mother earth. Not even if you give me a pick surrounded by roses, or a lamp of pure gold possessing as many qualities as Aladdin's proverbial night light, do I wish to wrestle (on my back or belly) with rock of any quantity or quality in any form or shape, on any continent or under any conditions. No, Sir ! I have already seen (and heard) enough of coal to last me an average lifetime.

I notice the word " suitable " appears in your letter. I have neither the environment, nor the physique nor mental qualities, nor the desire, which would make me an ardent miner. In short, the only underground work which interests me is that connected with a night club.

In view of the above overwhelming arguments, I would be obliged if you would let me have my calling-up papers for the Forces with the incredible alacrity associated with all government offices, and I wish to add, in closing, that if at any time in the near or distant future I meet you in a subterraneous abode, I will prod you with my pitchfork—hard !

Your disgruntled Servant,

(Signed) Y—.

*6th October*, 1942.

Dear Mr. Y—,

Thank you for your interesting letter of 5th October, from which I gather that you would prefer service in the Forces to work underground. This being so, and in compliance with your request for early call-up, I enclose an enlistment notice requiring you to report to your Unit on 15th October next.

May I hope that you will soon acquire as great a proficiency with the steel bayonet as you aspire to with the satanic pitchfork !

Yours faithfully,

(Signed) X—.

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*7th October*, 1942.

Dear Mr. X—,

Thank you for your letter of the 6th, and also for my papers. I congratulate you on your expeditious comeback. You are a gentleman after my own heart, and, if I go to Egypt, I will send you a pyramid. More power to your elbow.

Yours ever,

(Signed) Y—.

P.S.—All Satanic wrath rescinded!

Coal is of the first importance to the war effort, and, in order to maintain an adequate labour force in the industry, the Minister of Labour, in December, 1943, announced his intention to direct to the mines some thousands of young men who would otherwise go to the Services. The Minister decided that the only fair method of selecting these young men would be to make the choice by ballot. A draw therefore takes place from time to time, and those men whose National Service Registration Certificate numbers end with the figures drawn are transferred to coalmining. Meanwhile the schemes under which men may opt on registration or volunteer for underground work still continue. Before being allocated to a working colliery, the "Bevin boys" selected by ballot undergo preliminary training at one of the special coalmining centres established by the Ministry of Labour.

## *All things considered*

And now we come to the industrial mobilisation, in which there is even more flexibility. Under the Registration for Employment Order fairly elaborate local machinery has been created so that individual circumstances can be carefully considered. Thus, any woman called up under the Order first has an interview with an Exchange officer, who considers any personal or domestic difficulties she may bring forward. Then, if the applicant wishes, her case can be referred to a Women's Advisory Panel. These Panels are small, independent bodies consisting of not less than two members. In a town the Panel may include a professional woman, a welfare supervisor, a business woman, a member of the Women's Co-operative Guild, or a woman trade unionist; and in a small outlying district may have the local organiser of the W.V.S. in the chair, assisted by the vicar's wife and a woman worker from the nearest factory. If after her interview with the Women's Advisory Panel the applicant cannot agree with

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their recommendation, then she can ask the National Service Officer to issue a direction to her, but can appeal against it to the Local Appeal Board, where once again she can explain her doubts and difficulties. But if this Board decides to uphold the decision of the National Service Officer, then she must comply with his direction.

The Local Appeal Boards are independent bodies consisting usually of representatives of employers and workers, with an independent chairman. An example of a Local Appeal Board can be taken from one London Borough, where the Chairman is a retired railwayman and a member of the N.U.R., and Deputy Mayor of the Borough, and as assessors on one particular day he had with him a trade union representative and a director of a large catering firm. In a residential provincial town they have as Chairman a manager of a gas company, and on one specific occasion there were serving with him an ex-housemaster of a public school and a woman trade unionist. These Boards now hear various classes of appeals. They provide the machinery for appeal against the direction of the National Service Officer to take up or remain in a particular job, and against his decision under the Essential Work Order, as well as appeals against dismissal for misconduct.

> Betty Collins was a girl of 23, employed in the Midlands by an engineering firm scheduled under an Essential Work Order. She applied to the National Service Officer for permission to leave because her parents, with whom she was living, were going back to Lancashire. The employer was asked for observations on her application, and they were to the effect that she was a fully-trained assembler, very good at her work, had been trained by the firm, and was of registration age, and that therefore they opposed the application. The National Service Officer took the line that Betty was a trained operator, that there was no reason why she should accompany her parents, and that even if she were released from her present firm she would be regarded as available for transfer to any area in which there is an urgent demand for labour on war work. On these grounds he refused her application, and the Local Appeal Board, after hearing her state her case, upheld the National Service Officer's decision.

We have seen already how the deferment of de-reserved men is now on an individual basis. Instead of block reservations, each individual's deferment is now examined on its merits. Employers apply to one of the 44 District Manpower Boards, each of which consists of a chairman and four other members, including at least one woman. The members of these Boards are officers of the Ministry, either temporary or permanent, and more than

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half of them have been specially appointed to do this work. The same system of individual deferment is applied to women called up for service under the National Service Acts. In certain services and professions—such as the Legal, Financial, Educational, Entertainment, Local Government, Press and Publishing—the applications do not go to the District Manpower Boards, which might not be in a position to deal with their special problems, but are dealt with under separate schemes at Headquarters, which is able to appoint assessors who understand the special needs of these services and professions.

## *A matter of tact*

But in the call-up of women and the older classes of men for war industrial service, the most flexible instrument and the one most likely to give the individual most satisfaction, is the first and the simplest used, namely, the original interview with the officer at the Employment Exchange. It is only when this goes wrong that further appeals need be made. As a rule it does not go wrong. The officer can get a good rough-and-ready notion of the individual's circumstances, experience, and capacity, and will do his best to adjust the nation's demand to the human supply. Of course there are complaints. Thousands of harassed and overworked officers cannot deal with millions of citizens, many of them worried and muddle-headed, without giving rise to complaints, as we may see from the following :

In the House, on January 21st, 1943, the Minister replied to a question as follows :

> " Sir E. Makins asked the Minister of Labour whether he is aware that complaints still exist as to the lack of tact and politeness on the part of juvenile members of employment exchange staffs in handling women of experience and knowledge who come for interviews ; and whether, in view of the calling-up of women of 45 years of age, he will advise greater care ?
>
> *Mr. Bevin :* The number of complaints received concerning women members of the staff who are engaged on interviewing work is exceedingly small in relation to the number of women interviewed. This, I think, indicates that the Department's staff are alive to the need for handling the public with tact and politeness. My hon. Friend may be assured that this is my desire and that no effort will be spared to ensure that the older women who have now registered will be treated with sympathy and understanding. As I have previously informed the House, it is the general policy of the Department to employ older women on interviewing work, and at September last, the latest day for which figures have been

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extracted, 89 per cent. of the officers engaged on this work were over 30 years of age."

Both the question and the answer do this country credit. Consider the situation we are in. After being heavily bombed and narrowly escaping invasion, we have toiled to build up our war production, and are at last within sight of the grand offensive that will remove for ever the greatest threat to its existence the country has ever known. That is the situation. And yet the Minister who is responsible for mobilising our manpower can be asked about "a lack of tact and politeness" and does not hesitate to reply in the same spirit in which the question was asked. And quite right, too. For if we are fighting in order that persons shall be respected and not be used as mere instruments of power, then even at such a moment we do right to turn aside to ask and answer such questions. We are, in fact, running our flag still higher and more defiantly, and proclaiming our faith.

## 11. EMPLOYERS AND EMPLOYED TAKE COUNSEL

OUR FAITH is in democracy. We believe that persons are ends and not means, and that men and women have certain inalienable rights just because they are men and women. At the same time we have had to create a vast war industry, and it happens that large-scale modern industry does not easily fall into a democratic pattern. Thus, there must inevitably be a difference in status between the comparatively few men who design and control the machinery of production in a large factory and the thousands of workers who operate that machinery and may indeed be said, while they are at work, to be part of it. Furthermore, it was necessary in order that precious time and manpower should not be wasted that rights only gained after years of struggle by the organised working-class movement might have to be set aside. That is why it was important that the Trade Unions as well as the Employers' organisations should be partners in the task of mobilising our manpower from the beginning.

On 28th May, 1940, Mr. Bevin asked the Joint Consultative Committee at its first meeting for advice as to the best means of removing the general wages problem from a dangerous field of controversy, which could easily produce a crop of disputes and stoppages. It was then agreed that wages should continue to be

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regulated by the voluntary joint machinery in the various trades and industries, but that there should be provision for the more effective enforcement of agreed rates of wages, the reference of unsettled claims to arbitration and the prohibition of strikes and lock-outs. The result was a new Defence Regulation, and the Conditions of Employment and National Arbitration Order was made under it.

### *The way the Order works*

This Order is a complicated one and all we can do here is to survey very briefly some of its procedure and results. Any party to a trade dispute can report it to the Minister. If there is in the trade or industry suitable means, by virtue of a joint agreement, for settling such a dispute, the Minister must refer the dispute to such machinery. If, on doing this, there is a failure to settle the dispute, or too much delay, the Minister can cancel the reference and bring the dispute before the National Arbitration Tribunal. Where there is no suitable joint machinery, and the parties fail to settle by conciliation or arbitration by consent, the dispute must be referred to the National Arbitration Tribunal. Any agreement, decision, or award that results from action taken under the Order is binding upon the disputing parties.

The National Arbitration Tribunal consists of independent persons and members drawn from panels of representatives of employers and workers. Taken over a considerable period, the statistics show that on an average eight disputes are reported under the Order in a week, that of these about four are disposed of without reference to arbitration, and three are referred to the National Arbitration Tribunal, the remaining case per week being the subject of other action, e.g. voluntary arbitration. For the most part the disputes reported by Trade Unions have been with individual employers or small unorganised groups of employers, and there have been extremely few disputes reported under the Order affecting the whole of a trade or industry.

The Order prohibits a strike or lock-out in connection with a trade dispute unless the dispute has been reported to the Minister and has not been referred by him for settlement, as above, within 21 days from the date of the report. The number of stoppages has remained fairly high, not because industrial unrest blinded men to the needs of the war effort but chiefly because the rapid changes in various industries and the strain of the war itself tended to create disputes. But most of these disputes, and the stoppages they sometimes caused, have been confined to single establishments, and most of them did not last very long. The working time lost

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owing to trade disputes has been remarkably small. Over the whole field of industry the yearly average amount of time lost during the years 1940–43 was approximately one-third of what it had been during the previous war years of 1914–1918 and about two-fifths of what it had been in the period 1927–39. In 1940–43 loss of time due to industrial stoppages was, in fact, equivalent to something like one hour per worker in the year. And when we remember that the quick changes and reorganisation of war create difficulties, and that long hours, limited transport, the black-out, and bombing, do not improve men's tempers, we must admit that the machinery of joint conciliation has worked well.

### *Collective bargaining; a new development*

Indeed, the pre-war system of collective bargaining has been developed and extended since the war. Thus, up to December, 1943, there has been established, by agreement between Employers' organisations and Trade Unions, about 60 new National Joint Industrial Councils, Conciliation Boards, Committees and other forms of joint machinery on a national, sectional or regional basis. An interesting development of collective bargaining machinery has occurred in the coalmining industry in which the Board of Investigation set up in June, 1942, under the chairmanship of The Right Honourable Lord Greene, prepared, in consultation with the National Associations of employers and workpeople, a comprehensive conciliation scheme. By agreement with both sides of the industry the scheme operated as from May, 1943. It provided for the setting up of a National Conciliation Board consisting of a Negotiating Committee for the discussion of national questions with a view to settlement by agreement and of a National Reference Tribunal to which may be referred for final decision questions which the Negotiating Committee are unable to settle. District and pit conciliation machinery is to be strengthened and the scheme provides for the transfer from the District to the National machinery of questions where transfer appears desirable on the grounds of general importance, relationship to more than one district, or national interest.

### *What do the workers say?*

The word "joint" would seem to be appearing here with the monotonous regularity with which it appeared on our pre-war menus. But if we believe in democracy, we should be proud of the fact. All this joint action is essentially democratic. But

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although it has been applied to wages, hours, general working conditions and welfare, we have not reached the end of the story. Democracy in industry demands more than joint action. It demands that the workers should have some say in the actual business of running the industry. They are men and women, not robots. They may lack the knowledge and experience of the managers and technicians, but they have their own ideas. And it is absolutely essential, for the sake of our future as a democracy as well as for the sake of maximum war production, that the men and women in industry should feel that it is possible for them to express their ideas, to make some small contribution towards the organisation and management of the enterprise. It does not matter if there is only one worker in the factory who really cares about this—while all the others are far more concerned with darts and dances, beer and films—for the idea of democracy still demands that that worker should not feel frustrated. In point of fact, a great many workers showed themselves eager to take part in this new joint consultation between management and workers inside the workshops.

In 1941 a strong effort was made to establish voluntary joint committees at every coalmine and in every shipyard, for the purpose of making the best use of labour and so of increasing production. In 1942 two important agreements were reached, one between the Ministry of Supply and the Trade Unions that represented the workers in the Royal Ordnance Factories, the other between the Engineering Employers' Federation and all the chief Trade Unions in that industry, to encourage the creation of Joint Production Committees and similar consultative and advisory bodies, each representing management and workers, to exchange views on methods of production and to co-operate in increasing efficiency. Committees of this kind, in which both managements and union shop-stewards have been very active, have now come into existence throughout our war industry, and in most places have a vitality that similar councils never achieved when they were tentatively established during the final period of the last war. They are not the primary concern of the Ministry of Labour, but the Ministry has taken a hand in their encouragement by recognising them under the various Essential Work Orders, and given them certain special advisory functions.

### *Avoiding absenteeism*

A matter of common interest to managements and workpeople that is being dealt with effectively by Works Committees is the

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problem of absenteeism. In their efforts to deal with absenteeism and persistent lateness—whether avoidable or not—managements are advised by the Ministry to maintain close consultation with the representatives of the workers through the Works or other appropriate Committee. Managements have been urged to place the factory's record of absence and all relevant data in their possession before these representatives so that they may be stimulated to co-operate intelligently and wholeheartedly in the task of reducing that absence to the lowest possible level. By this means the workers' representatives have a special responsibility for convincing the thoughtless minority that their actions are unfair to the great majority, who do their part with diligence and enthusiasm in spite of the long hours and the personal and domestic inconveniences involved. The collective opinion of fellow-workers will often influence a worker who remains quite impervious to individual warnings from the management. The Ministry has, in short, given the Committees the recognition and standing they deserve, both as a further and extremely valuable example of co-operation for war production and as tokens of the future Britain, which will have to face the peace with the same creative courage with which it faced the desperate problems of war.

### *By mutual agreement*

We could never have survived at all if we had not mobilised our manpower, if the people had not been willing, and indeed eager, to grant the Government vast new compulsory powers, and if the Government had been unwilling to accept so great a responsibility. We could never have survived *as a Democracy* if the colossal task had not been undertaken and achieved in a certain spirit, which we have seen is essentially a democratic spirit. We have done what even many of our friends—to say nothing of our enemies—declared we could not do. We have made profound changes in the form of our national life while yet preserving what was best in its spirit. We have shown the world that there is a way out between chaos and an iron order imposed from above. We have opened a road, which other peoples may wish to travel, too, that may yet lead from national co-operation in total war to similar co-operation in the full productive use of resources and manpower in the coming peace. Thus the manpower story is not only the greatest of our war stories but also something more than a war story.

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SPECIMEN OF BRITISH WAR
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# PLAYING THEIR PART

THIRD EDITION

MAR 27 1945

***Empire Day Message from H.M. THE KING to the Colonial Empire.***

"My Colonial troops, side by side with their comrades from all parts of the Empire, have fought, and are fighting with their traditional bravery. Success crowned their arms in Africa as I know it will in other theatres of war. But fighting in battle is only one part of total war. The organisation of large and small communities and their resources on a war footing, the carrying out of urgent war measures and the planning and execution of programmes of war production have thrown a heavy burden upon my Colonial Governments and Legislatures. They have, I know, been helped in their task by the outstanding and loyal co-operation of the people."

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# They sail the seas . . .

Officers and men of the Ceylon R.N.V.R. man patrol vessels and mine-sweepers around the island.

*Left :* A rating receives instruction in bayonet drill.

Admiral Sir James Somerville is piped on board H.M.S. "Ceylon," one of the new "Mauritius" class cruisers ; H.M.S. "Ceylon" has been "adopted" by Dundee.

*Left :* Malta's high-speed launches have done a great job rescuing airmen—Allied and enemy—shot down into the sea around the island.

*Right :* On board H.M.S. "Oryx." Duties carried out by Kenya's R.N.V.R. since the outbreak of war include mine-sweeping, and coastal and inland water patrols.

*Below :* Ordinary Seaman Harry Darrell, from Bermuda, at the Admiralty during a visit to London.

*Below :* Physical Training Instructor : Petty Officer Ramazan, of Tanganyika.

*Below :* Alihu Turay, merchant seaman from Sierra Leone. He has sailed in convoys to Russia.

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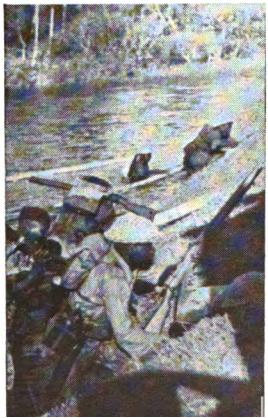
# Assault . . .

*Right :* Sergeant "Sambo" Waja, Northern Nigerian tribesman, flourishes his machete. He has gone to Burma to fight the Japanese.

Historic meeting, somewhere in Italy, of Allied Pioneers from all parts of the Empire. Men from Britain met Basutos and Bechuanas from Africa, Sikhs and Marathas from India, and men from Mauritius and the Seychelles.

An anti-aircraft battery of the Royal Malta Artillery. The men volunteered for overseas service and took part in the Middle East fighting.



*Right :* Askaris from East Africa in Ceylon cross a river with full equipment with the aid of bamboo poles.

*Extreme right :* Troops of the Fiji Infantry Regiment preparing to embark for overseas service against the Japanese.

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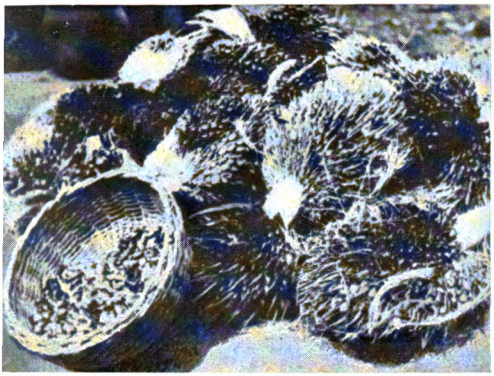
# Raw Materials are Weapons of



*Above :* In Mauritius, cane is brought from the fields to make sugar, an energy-giving food essential to both workers and fighters.

*Top left :* Palm kernels grown in West Africa go to Britain, where they are used in the manufacture of margarine, soap and cattle cake.

*Left :* The shortage of shipping makes it necessary for each part of the Empire to be more self-sufficient. Ceylonese women working in the fields, as the grow-more-food campaign gets under way.

Alluvial mining in Nigeria, where many minerals important for aircraft construction are produced—among them tantalum and tin.

This tea plantation, originally planted by the German settlers in the British Cameroons and later abandoned by them on the outbreak of war, is now back in production for the Allies.

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# War . . .

You can learn from the men who know. An agricultural instructor gives a farmer in Kenya some good advice.

*Below :* A Cypriot war worker holds in her right hand a domnut, the raw material from which the button held in her left hand has been made.

*Below :* Gold Coast workers help maintain the supply of wild rubber, to supplement synthetic production in Britain and the United States.

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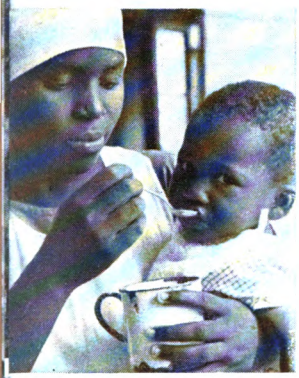
# Women's War Effort

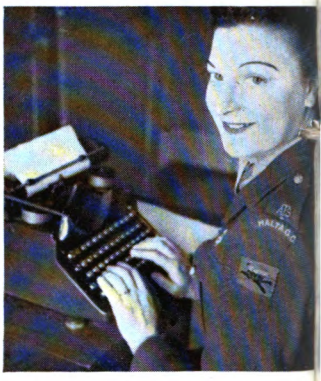
*Left :* Many girls from the West Indies are serving with the A.T.S. in Britain. Here are some of Jamaica's first A.T.S. unit.

*Below :* In Bechuanaland Protectorate. The picture shows women of Palapye knitting for the Navy League.



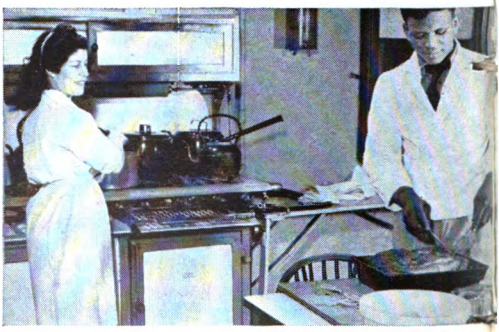
In war and in peace children are well cared for. Here is a Gold Coast nurse with her small charge.

Dancing to the theme song "Plant more groundnuts." The dance is "Kakangu"—the object, more West African nuts for war needs.



The war seemed more important, so Barbara Milne-Grundy, from Malta, postponed her University education to join the A.T.S.

Kenya F.A.N.Y. at telephone exchange. Formed in 1931, and in service since 1939, Kenya's F.A.N.Y. became "Women's Territorial Service" in 1941.



Frank Baldwin from British Honduras and Miss Calbinduras from Gibraltar, in the kitchen at Colonial Centre, a residential club for Colonials in London.

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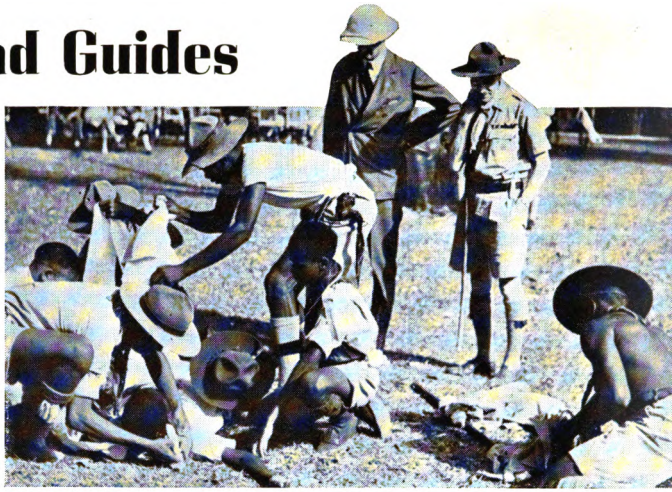
# Scouts and Guides



Sir Bede Clifford watches first-aid demonstration by Trinidad Boy Scouts during a Civil Defence Services rally. Among others, Home Guard, Red Cross and W.V.S. also took part.

*Right :* In Nairobi, African Boy Scout serves at Command H.Q. Nairobi, capital of Kenya, is a spacious city with a population of about 100,000.

*Extreme right :* Girl Guides and Wayfarer Guides of Northern Rhodesia presented a canteen to Y.M.C.A. After presentation in London, Guides sample tea from the canteen.

*Right :* "Be Prepared" is the Scouts' motto ; so Malta Scouts cleaned up and prepared again after the Headquarters were bombed out.

*Extreme right :* In Kano, Nigeria, the Scoutmaster and some of his Troop (Emir of Kano's Own) study the second-class badge book.

Scouts and others assemble round a banner advertising Nigeria's war savings campaign. These campaigns divert money from wasteful channels into the war effort.

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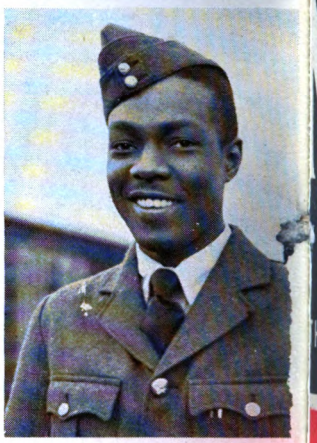
# Planes—and the men behind them..

*Top left :* Flight Sergeant James J. Hyde, from San Juan, Trinidad, trained in England. He is a close friend of "Dingo," the squadron mascot.

*Top right :* The Wing Commander chats to Ceylon bomber crew. Men of the Ceylon Squadron have taken part in raids on Berlin, Essen and Kiel.

*Left :* Twenty-two-year-old Robert Ngbaronye reached Britain as a stow-away from Nigeria, set on studying medicine ; he joined the R.A.F. instead and is now learning to fly.

*Right :* A volunteer from the West Indies now serving with the R.A.F. West Indians are serving as pilots, technicians and ground crew.



Pictured with this "Hurricane" of the Mauritius Squadron are : Left, a French Flight-Sergeant, and a Maori Sergeant who played for the famous "All Blacks" rugby team.

Donations have come from every quarter of the Empire to buy planes to fight with the R.A.F. Pictured above is a "Hurricane" paid for by the people of British Honduras.

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# The ROYAL MARINES

THE ADMIRALTY ACCOUNT OF THEIR ACHIEVEMENT 1939-43

*Per Mare Per Terram*

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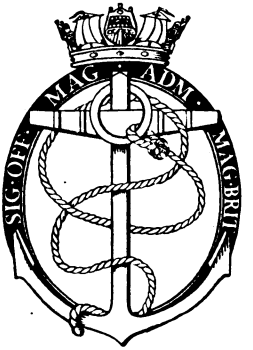
# THE ROYAL MARINES

THE ADMIRALTY ACCOUNT OF THEIR ACHIEVEMENT

1939-1943

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# 1. THE REGIMENT OF THE SEA

The Commandant of a Royal Marine training unit was walking across the barrack square. The Regimental Sergeant-Major had dismissed the morning parade. The recruits were dispersing to their dinner. The Commandant stopped one of them.

"What is the motto of the Corps ?" he asked.

Given a little notice of the question the man would, no doubt, have produced the answer his Commandant expected, for the motto which the Corps has proudly carried through the centuries, *Per Mare Per Terram*—By Sea, By Land—is prominently displayed in every Royal Marine establishment. After a moment's hesitation his face cleared and he rose to the occasion, as marines are trained to do.

"*Esprit de Corps*, sir," he said.

That answer was true in spirit, if not correct in word. It is the clue to the Royal Marine. It shows his attitude to life. He is a soldier who serves on the sea or for the sea, but although he enjoys the fellowship of a ship's company afloat, he never forgets that he is one of His Majesty's Royals—"Soldier an' sailor too."

There is nothing new in this. The Royal Marines' *esprit de corps* has its roots in history. George Forster, the botanist, who sailed with Captain James Cook on his second voyage round the world, has described how, one evening in August, 1774, a marine in the Resolution fell overboard while drawing water on the ship's side. He could not swim, but the ship was brought-to and he seized one of the ropes which were flung to him. When he had been hauled on board he was taken below by his comrades, who "shifted his clothes, and gave him a dram or two of brandy to revive the animal spirits, treating him with peculiar tenderness, the result of an *esprit de corps*, to which sailors are at present utter strangers."

To-day this sentiment is something more than pride of regiment alone, for it is the human bond which unites a scattered brotherhood. A quartermaster, whose father and grandfather had been marines and whose son was a corporal, once said to the Adjutant-General, Royal Marines, " We're not a Corps, sir, we're a family," and this family tradition is so strong that a naval officer was once moved to observe : " They don't recruit marines, they breed 'em." Names such as Daly, Owen, Adair, Phillips and Pym, recur again and again in the Corps' records. Some families have three generations serving in the present war ; one has six brothers. There is a non-commissioned officer whose forebears have been serving for 150 years : his great-great-grandfather was a marine when Nelson was made a Vice-Admiral.

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The Captain of Marines in the Victory was killed at Trafalgar, but one of his descendants is in the Corps to-day. Daughters as well as sons are now eligible to carry on the family tradition, and the Wrens of the Royal Marines (unofficially known as "Marens") wear the Globe and Laurel badge on their caps.

Not all marines are born in the Corps, but few die out of it, and it makes good use of its pensioners' rich experience, gathered afloat and ashore in every corner of the globe, holding that "Days should speak, and multitude of years should teach wisdom." On the outbreak of war these pensioners are called back to the colours up to the age of 55. They may volunteer to return beyond that age, and many do. One, who was called up as a reservist in the last war, was accepted for service again in September, 1939. He was then 72. A retired officer who wears the South African ribbons spent a year commanding a battery in Iceland.

These pensioners and retired officers serve the Corps well by passing on the torch of tradition to the younger generation, and by instilling into the recruits that habit of obedience we call discipline, which regulates their lives and sustains them in adversity. Young marines learn as much by example as by precept, until they come to take a pride in the Corps and so, as members of it, as much pride in themselves as their predecessors did before them. The Marines have always been meticulous about their appearance. So far back as 1756 a Plymouth Divisional Order directed that "No Marine shall appear in the Streets without his Hat being well cocked, his Coat hooked back, his Hair combed and tucked and tyed, if long enough, and he is to keep his cloathes without Dirt, Spot, Ripp or Ragg."

To-day the Corps has greater need of its pensioners than ever before. Its strength has been multiplied many times since the outbreak of war. This expansion has compelled it to look far beyond family connections, and the present recruits are drawn from every walk of life. Many come as volunteers. One of them, on being asked if he could swim, looked puzzled but remained undaunted.

"Blimey, haven't you got any ruddy ships left?" was all he said.

There is a large proportion of men who have joined for Hostilities Only in the blue-uniformed sea-going detachments. Others, who wear khaki, with the red and blue flash "Royal Marines" on either shoulder, serve ashore with the Siege Regiment, which mans the naval guns ashore, with the Mobile Naval Base Defence Organizations, with the Royal Marine Engineers, with the Royal Marine Commandos, or with the numerous other units which have been formed to meet the emergencies of the present war.

In spite of these varied commitments, the normal function of the Royal Marine remains constant. He is a soldier who goes by sea and returns by sea. Whether he serves afloat or ashore, whether he has

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joined for Continuous Service or for Hostilities Only, he is trained for amphibious warfare. It is his boast that he is the first to land and the last to leave.

### *Per Mare Per Terram*

Part of his training is to learn something of the story of the Corps he serves. When he first enters barracks he will see on the walls of his quarters a coloured poster depicting the uniforms of the Royal Marines throughout their history and describing the Corps' badges, distinctions and memorable services. He will learn that the birth of the Corps was on 28th October, 1664, when Charles II sanctioned the formation of a regiment for sea service, to be known as The Duke of York and Albany's Maritime Regiment of Foot, otherwise the Admiral's Regiment, for the Duke was Lord High Admiral of England ; that on 24th July, 1704, marines under Sir George Rooke took possession of the Rock of Gibraltar, thereby winning "an immortal honour"; that in 1755 the Corps, having been disbanded after the Peace of Aix-la-Chapelle seven years previously, was re-formed and has had a continuous existence ever since. He will find a name familiar to him from present-day *communiqués* when he reads that during the Seven Years War, while the British Fleet was blockading Brest, the Marines seized Belle Isle as an advanced base in what would now be called a combined operation and were granted the privilege of wearing on their colours the Laurel Wreath which now forms part of their badge.

He will also discover that George III granted the Marines the style of "Royal" on 29th April, 1802, "in consideration of their very meritorious service during the late war," and that 25 years later the Duke of Clarence, Lord High Admiral of Great Britain and General of Marines (afterwards William IV), presented the Corps, on behalf of George IV, with new colours displaying the badge which every officer and man wears to this day. His Royal Highness explained that, owing to the difficulty of making a selection from "so many glorious deeds" to inscribe on the colours, their Sovereign had been pleased to adopt "the Great Globe itself," encircled with laurel, as the most appropriate emblem of a corps whose duties carried them to all parts of the world, "in every quarter of which they had earned laurels by their valour." His Majesty considered that his own cipher (G.R. IV) should be interlaced with the Foul Anchor, which showed their connection with the Royal Navy. Their motto, "peculiarly their own," remained, and surmounting the Imperial Crown on the badge His Majesty directed the word "Gibraltar" to appear, in commemoration of their earliest great distinction.

It is well that the recruit should understand the symbolism of the badge he wears, for it is compact with history. Since it was presented the Royal Marines have gained so many fresh honours that, as Admiral

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Lord Charles Beresford told them in a signal on the 250th anniversary of their foundation: "A thousand colours could not contain their brilliant record."

Some of those achievements the recruit will hear commemorated on 16 chosen days of the year, by fanfares sounded on the Silver Bugles which were presented to the Royal Marine Divisions and the Depot in memory of the officers who fell in the last war. From the brief citation read out by the Adjutant on the parade ground, he will learn that marines fought at the Battle of St. Vincent on St. Valentine's Day, 1797, under Sir John Jervis; on the Glorious First of June, 1794, under Admiral Lord Howe, their first Honorary Colonel; at Camperdown, at Nelson's three great victories of the Nile, Copenhagen and Trafalgar, and, coming to the days of the last war, at the landings in Gallipoli, at the Battle of Jutland, and at Zeebrugge. In those three actions alone the Corps gained four Victoria Crosses.

## "*Soldier an' Sailor Too*"

On Zeebrugge Day, 1943, Colonel W. T. Clement, United States Marine Corps, passed out the King's Squad at the Portsmouth Division and listened to the fanfare before he addressed the parade. It was fitting that the chief representative of the United States Corps in Great Britain should take the salute on one of the Royals' most memorable anniversaries, for the two Corps have close associations. The United States Marines, who have a great tradition and a long record of achievement, wear as their badge the other side of the Globe—the Western Hemisphere—and during the Boxer Rebellion British and American marines fought under each other's officers. Recently, two United States marines took the courses at Chatham Barracks and at the Royal Marine Military School, and were given direct commissions in their own Corps on passing out.

As Colonel Clement has said, the organization of the United States Marines is based on that of the Royal Corps, the essence of which is its flexibility.

> "There isn't a job on the top o' the earth the beggar don't know, or do,
> You can leave 'im at night on a bald man's 'ead to paddle 'is own canoe;
> 'E's a sort of bloomin' cosmopolouse—soldier an' sailor too."

So wrote Rudyard Kipling, at a time when the activities of "'Er Majesty's Jollies" were less varied than those of the Corps to-day. The Royal Marines have fired their guns in nearly every important engagement of the war. Detachments from H.M. ships have landed in Norway and Madagascar. Small expeditionary forces, sent from England, occupied the Faeroes and Iceland. At an hour's notice covering parties went to the Hook of Holland, Boulogne and Calais. Marines formed the rearguard in Crete. Survivors from the Prince of Wales and the Repulse fought ashore in the Malay Peninsula.

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Volunteers manned river boats in the Burma campaign. Royal Marine gunners have manned some of the Channel batteries and other long-range naval guns ashore, also anti-aircraft batteries on the English coast and in Malta. A special detachment formed a guard for the Prime Minister at the Casablanca Conference. Royal Marine Engineers have constructed naval air stations and bases for the Fleet. Pensioners have fought the guns in merchant ships at sea. Royal Marine Commandos were at Dieppe and were the first seaborne troops to land in Sicily. Royal Marine pilots have flown with the Fleet Air Arm in almost every theatre of the war. And in the anxious summer of 1940, when the strength of the British Army had been shattered, the Royal Marine Brigade waited in readiness to justify Lord St. Vincent's prophetic tribute to the Corps:

"I never knew an appeal to them for honour, courage or loyalty that they did not more than realize my expectations. If ever the real hour of danger should come to England, they will be found the Country's Sheet Anchor."

## 2. IN THE FLEET OR FOR THE FLEET

The traditional role of the Royal Marines is to reinforce the strength of the Navy at sea. The Sea-Service marines man a proportion of the ship's armament. They form landing parties from ships or shore bases to carry out a definite task, followed by re-embarkation when their purpose has been achieved. They create and occupy advanced bases on friendly or enemy territory to further the action of the Fleet, or in larger bodies act as striking forces to extend the power of the Navy over the land. Thus the Corps' primary function is to serve in the Fleet or for the Fleet, and to supply the Admiralty's requirements, which in this war, as in the last, became more insistent as the number of naval vessels increased.

The Divisions at Chatham, Portsmouth and Plymouth provide the Fleet with Royal Marine detachments. Chatham is the Senior Division, which has occupied the present barracks since 1780. The Plymouth Marines first marched into Stonehouse Barracks in 1783. The Portsmouth Division has had several headquarters, including Fort Cumberland, where specialists and tradesmen are now trained, and moved into the newly-built Eastney Barracks in 1866. The Depot at Deal was opened in 1869, but the building dates back to 1797.

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Royal Marine Barracks fly the Union Jack, not the White Ensign, since, although under the control of the Admiralty through the Royal Marine Office in London (the headquarters of the Adjutant-General), they are not commissioned as ships like naval shore establishments. Marines are paid by the Admiralty, but come under the Army Act ashore and the Naval Discipline Act afloat. The dividing line is the ship's gangway.

Each Division has its own character and traditions. Each is a self-supporting community, with its own technicians, from blacksmiths to bricklayers, draughtsmen to divers, miners to camouflage modellers. Other skilled tradesmen belong to the Royal Marine Engineers, who are organized in companies for the purpose of erecting buildings, constructing harbour works at naval bases and naval air stations at home and abroad. They claim to be able to put up "anything from a urinal to a pier." The officers are all civil, structional or mechanical engineers; the other ranks are craftsmen exercising their own trades. They operate under the Civil Engineer-in-Chief at the Admiralty and form a mobile force of experts wherever the Fleet has need of them.

In each Division is a tailor's shop, where the blue uniforms for the sea-going marines are made. Hundreds of thousands of garments are also made for naval ratings, giving outside employment to many women who are relatives of past or present members of the Corps. Each Division, too, has its printing office, for the Royal Marines are the printers of the Navy and provide the compositors and pressmen who are carried in every flagship. Every one of these specialists, whether ashore or afloat, is also a fighting soldier.

The marine's main duty afloat is with the ship's guns. It has been so since 1804, when, at Lord Nelson's suggestion, the Royal Marine Artillery (with blue tunics) was formed to provide the Fleet with trained artillerymen who would, in their turn, train the seamen in naval gunnery. Marines remained the gunnery instructors of the Fleet until 1859, when continuous service for seamen was instituted. Those who were retained for cutting out parties ashore and for grappling and boarding parties in battle, were given the title of Royal Marine Light Infantry (with red tunics) in 1862, and the Corps was then divided into two branches, the Blue Marines (R.M.A.) and the Red Marines (R.M.L.I.). In 1923, owing to the reduction of the Corps' strength, the two branches merged into the Royal Marines again, and the titles of gunner and private were dropped for that of marine. The blue tunic of the R.M.A. was retained, but the narrow red stripe of the infantry was adopted for the trousers, and the Globe and Laurel emblem was surmounted by the Lion and Crown instead of the Light Infantry Bugle and the Artillery Grenade.

Naval gunnery is still the most important part of the sea-going marine's war training, which also includes anti-aircraft gunnery, small

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arms, searchlights, signalling, infantry training for rapid landings, and transport work by land and sea.

At each of the Divisions there is a sea-service battery where recruits are taught naval gunnery. At Chatham and Plymouth the recruits spend their last fortnight in establishments outside the barracks, learning seamanship and naval routine to accustom them to life at sea. They live in port and starboard watches, sling their hammocks at night, stow them in the morning, learn the handling of ship's boats, and the duties of sentries afloat. Only nautical terms are used and they soon become accustomed to speaking of stairs as "ladders," of half-holidays as "make and mends," of "sleeping onboard" and of "going ashore."

The senior squad at each Division is known as the King's Squad, the best all-round recruit of which is awarded the King's Badge (instituted by King George V in 1918), the Royal monogram enclosed in a laurel wreath and worn below the left shoulder throughout his service.

## "*Bands of Music*"

The only Continuous Service marines who are not called upon to serve in H.M. ships are the members of the Staff Bands at the Divisions. They go to sea only with the Royal Family—the last occasion being when the Plymouth band accompanied H.M. King George VI on his visit to Canada in the summer of 1939. In peace time the Portsmouth Division provides the band for the Royal Yacht.

These bandsmen are highly-trained musicians who have no other duties but air defence. From the earliest days, when the "Band of Music" appeared in white stockings and breeches, with black buckles and garters, and the bandmaster was allowed "to play at Balls and Concerts for his own Advantage," the Staff Bands have had permission to accept outside engagements. They are familiar to the public on parades for Warship Weeks and Wings for Victory Campaigns, and have delighted millions of listeners to B.B.C. programmes, not only in Great Britain, but in the Dominions, the United States and even Germany.

The drum-majors of the Staff Bands are responsible for the training and welfare of the boy-buglers, who enter the Corps from the age of 14. As well as learning to play the bugle, the drum and the fife, they continue their education under a naval schoolmaster, and have their own block in barracks. There are nearly 100 bugle calls to learn, and some have a different significance ashore and afloat, but "you can train any boy so long as the formation of the front teeth is good," says a bugle-corporal. Their parents' permission is necessary before they can be sent to sea, and many of them have performed gallant service in this war. It was a Royal Marine boy-bugler who sounded

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"Action Stations" from the bridge of H.M.S. Exeter in the Battle of the River Plate (his two fellow buglers were killed when the bridge was put out of action); another fought ashore in Malaya after the sinking of H.M.S. Prince of Wales.

At sea the boy-buglers are supervised by a Fleet bugle-corporal, but for discipline come under the sergeant-major of the detachment, the strength of which varies from about 180, with a major or captain in command, in a modern battleship, to 40 under a subaltern in a small cruiser. At the beginning of the war Royal Marine detachments under sergeants were carried in the Tribal class destroyers to ease the naval manning situation, but to-day they are confined to battleships, aircraft-carriers and cruisers. The Fleet Royal Marine Officer, a colonel, is a member of the Commander-in-Chief's staff.

### *Marines afloat*

The officer in command of a detachment afloat has always passed a full naval gunnery course, and he is directly responsible to the Captain. His is no easy task. He is often dealing with naval officers far senior to himself. He must have initiative and professional ability, and self-reliance to tackle all manner of problems, for he may be the only Royal Marine officer on board and has no one of his own Corps to help him. On him falls the responsibility of maintaining the Corps' prestige, so that whether it is a matter of commanding his turret in action, leading a landing party, storing ship, handling ammunition, painting, drill, parades, or discipline afloat or ashore, he must, and invariably does, see to it that his men uphold their high tradition.

The detachment forms part of the ship's complement and has its special accommodation between the officers' quarters and the mess decks of the naval ratings, an arrangement dating back to the days of sail, when most of the sailors were "pressed" men or "picked up at hab nab," as the saying went, and the loyalty of the marines, the only regular troops onboard, could be relied on in case of a mutiny. These quarters are known as "barracks." The marine's reply to an order is "Very good, sir," instead of the seaman's "Aye, aye." Otherwise he adopts naval parlance afloat, but does not remove his cap on entering an officer's cabin or on being brought up as a defaulter, as a seaman does, and when the Captain inspects the ship's company at Divisions the order "Off Caps" is given to the ratings but not to the marines.

The officer of the detachment takes charge of the ship's secret and confidential books, and also has ciphering duties. The senior N.C.O. (always known as the Sergeant-Major) is responsible for seeing that the Navigator has wound the ship's chronometers, and reports "Chronometers wound" to the Captain every morning; he also supervises the routine of the Royal Marine Office on board. In all

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ships which carry marines one or two N.C.Os, according to the size of the ship, perform the duties of postman, with a couple of men to help them. When the ship is in harbour they deliver the outgoing mail to the depot ship, collect and sort the incoming mail. In a battleship they may be dealing with 700 letters a day, as well as the official correspondence. "With something like 2,000 men onboard, it's a big village," observed the post-sergeant of a flagship. In the printer's shop of a flagship there will be a corporal and four marines; all the setting is done by hand.

The detachment provides the Corporal of the Gangway, who is responsible for seeing that no unauthorized person enters or leaves the ship, and for bringing defaulters before the Officer of the Watch. The ship's butchers are marines, also the wardroom attendants who wait at table and act as officers' servants, the Admiral's orderly (in a flagship), and the ship's guard, which mounts every morning with the band when the colours are hoisted. One of the guard's duties is to supply a sentry over the keyboard, day and night, a highly responsible task, for there are over 200 keys, including those of the various magazines, and the sentry must see that every key given out is signed for and that no unauthorized person takes one.

Not least among the personnel of the sea-going detachments are the musicians of the Royal Marine Bands, which are distinct from the Divisional Staff Bands and are trained at the Royal Naval School of Music (popularly known as the "School of Wind"), founded in 1903. The musicians wear a lyre on the collar of the tunic and the letters R.M.B. on the shoulder-straps.

During the last war the School provided bands for some 40 ships and their losses were approximately one-tenth of their strength. There are now about 100 bands, 70 of which are afloat, the remainder in naval establishments ashore: each can provide a military band, a string orchestra, and a dance band, and each has a bandmaster, first or second class, who ranks as a chief petty officer or petty officer. The band comes under the Senior Royal Marine Officer of the detachment for discipline and administration, but there is a Fleet Bandmaster, who ranks as a warrant officer. The bands of the Home Fleet have formed a symphony orchestra. On one occasion, within an hour of giving a symphony concert, the musicians were closed up at action stations in their several ships at sea.

### *"It's off to work we go"*

In war time, the primary function of a band at sea is to form part of the fighting organization of the ship. A large proportion mans the transmitting stations, where the gunnery fire-control problems are worked out in the bowels of the ship, and transmits to the turrets the gun training and elevation required for hitting the target. Some are

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in the local fire-control calculators of the turret, others help to supply ammunition to the guns. They also act as stretcher-bearers with the Royal Marine landing parties. In the River Plate engagement, when the Exeter's transmitting station was put out of action, the band immediately helped with first aid, or joined up with the fire-fighting parties.

While their ship is at sea the members of the band usually play no music at all and perform an arduous round of watchkeeping duties, and on her return to harbour, when their shipmates are able to relax, the musicians entertain them. It is remarkable how they retain their enthusiasm under war conditions. They have even played during an air raid on a convoy which was unloading at Malta. One of the merchant ships, with a precious cargo of oil fuel and tinned food, was hit while still laden, but although lying on the bottom was still above water. To hearten the unloading party—soldiers, and ratings from H.M.S. Penelope—the bandmaster and 11 of the Penelope's musicians went alongside in a lighter and played marches and selections from "Snow White," watching for the hoisting of the red flag which gives warning of a raid. Time after time the Stukas "came in like a flight of ducks." Once, as a German bomber dived low over the harbour, the working party faltered for a moment, but the band greeted it with a ghastly discord, then struck up "Heigh-ho, heigh-ho, it's off to work we go." The unloading continued. As one of the musicians said, "It wasn't much fun trying to get a high note with one eye on a stick of bombs coming towards you," but the Penelope's band played for two days from nine to four, until the cargo was ashore.

### *At the ship's guns*

Like the musicians, every marine employed on specialist duties plays his part in fighting his ship when "Action Stations" is sounded, whether he be a postman, printer, butcher, wardroom attendant, or orderly, and assists his comrades in manning and supplying the guns. A capital ship usually has four main gun-turrets—A and B, X and Y. The Royal Marines traditionally man X turret from top to bottom, and one of the secondary armament batteries, port or starboard, as well as a considerable proportion of the anti-aircraft guns. This is the primary duty of marines afloat. The Royal Marine gunners of the Ajax, Achilles and Exeter helped to batter the Graf Spee when, according to the Sergeant-Major of the Ajax, "everything went with as much precision as on a peace-time gunnery exercise." Those of the Warspite played their part in the sinking of the German destroyers at the Second Battle of Narvik, and again at Matapan when the cruiser Zara was sunk ("We gave her a broadside at short range which lifted the whole top off," as a colour-sergeant put it), then the Fiume and the Italian destroyers. Those in the King

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George V and the Rodney sent their shells into the Bismarck. The Rodney detachment alone fired 132 shells, after waiting in apprehension for six salvoes before X turret would bear. "All the guns' crews were keyed up, hearing the other turrets firing and afraid they might miss the party," the Gunnery Instructor said afterwards. Throughout the action the Officer of the Turret was seated at his periscope, passing back a running commentary to the captains of the guns and their crews, through the din and clatter of the loading machinery. "She's on fire for'ard"—"Her after turret has been hit by our shells"—"Her people are leaving the ship"—"Her deck is black with them." By the end of the engagement the guns' crews had been in the turret for twelve hours.

Nor have the Royal Marine gunners' targets been enemy warships only, for they have helped to destroy innumerable German and Italian merchantmen, and taken part in the bombardment of land targets from Norway to North Africa.

The shallow-draught monitor, H.M.S. Terror (Commander H. J. Haynes, D.S.O., D.S.C., R.N.), which took part in many such bombardments, had her one 15-inch twin turret entirely manned by Royal Marines, except for some supply numbers down below, and a Royal Marine officer, Captain R. R. G. Hoare, was Gunnery Officer of the ship. From June to November, 1940, the Terror was moored in Lazaretto Creek, Malta, as part of the fixed defences of the island, and during the first month alone she engaged enemy aircraft formations on more than 50 occasions. No 15-inch shells were fired, but the Royal Marine gunners took their turn with the naval ratings in the 4-inch anti-aircraft batteries. The Terror performed the same function during the opening of the naval base at Suda Bay in Crete, then took part in General Wavell's offensive in the Western Desert, bombarding Halfaya and Sollum Passes with her main armament from dawn to dusk and denying them to the enemy during a vital period. Later she attacked other targets on the coast, including Bardia, her last bombardment being on the western defences of Tobruk by night, in January, 1941. By that time both her guns were very worn—they had fired more rounds than any other 15-inch turret in the Navy—and she was employed on coast and anti-aircraft defence of harbours until she was sunk in a dive-bombing attack on 25th February.

Royal Marine gunners have shot down countless Axis aircraft, not only during the defence of Malta and the invasion of Crete, but while escorting great convoys to Russia and to Malta and manning the armament of carriers. During the passage of a Malta convoy one of H.M.S. Indomitable's turrets was wrecked by a bomb and had to be evacuated by the Royal Marines. Two wounded men remained behind. In spite of the danger of exploding ammunition, Marine G. W. Wright returned to the blazing turret and got one of his comrades out.

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Although he had been badly burned, he insisted on going back for the second casualty. He removed the man's burning overalls, wrapping him in his own, but the marine was mortally wounded ; he told Wright to save himself, and finally the advancing flames forced him to withdraw. For this loyalty and devotion to his comrades, Marine Wright was awarded the D.S.M.

The laurels for these actions the Royal Marines share with the seamen gunners of the vessels in which they serve ; and in the great ships which have been lost they also shared the same perils and paid the same price as the naval ratings alongside whom they fought their guns until the end.

### *Slinging his own hammock*

Their function as infantry afloat, however, is theirs alone, and it is a great moment when they hear the piping of the call "Royal Marine landing party, fall in on the quarterdeck." The marines man so important a part of the ship's armament that the number available for an emergency landing is restricted by the requirements for manning the guns. But within ten minutes a party will be in readiness, with equipment, ammunition and food, the men "hanging on a split yarn" in their eagerness to disembark.

There have been occasions, too, when part of a Royal Marine detachment has been employed as a prize crew on board a captured enemy vessel. In February, 1941, after the aircraft of H.M.S. Hermes had stopped the 8,000-ton Italian merchant ship Leonardo da Vinci off the East Coast of Africa, a party of marines, with some seamen and engine-room artificers, was put on board, under an R.N.V.R. lieutenant. The marines rounded up the ship's company —over 80 men—marshalled them in the saloon, and put sentries over the door. Fifty Germans who had scuttled their ship and had been taken off by H.M.S. Hawkins were then put on board the Italian prize. Since the Germans protested against being with the Italians, they were packed into the sick bay, the captain and the officers being given cabins. During the passage to Mombasa the marines helped to work the tow and made their own cooking arrangements. One killed a bullock found on board, another skinned and prepared it. Sergeant C. F. Evans gave first-aid treatment to the Germans, whose hands had been burned by the ropes as they went overboard. He also kept a watch on the bridge to enable the officer in charge to obtain some rest.

This incident is a fair illustration of the old naval saying that a marine must " learn to sling his own hammock," which means that he must learn to look after himself and turn his hand to any job he may be called upon to do. In the art of improvisation he is perfectly instructed, and his versatility makes the Royal Marine detachment a vital part of a ship's company, whether she be in harbour or at sea.

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## 3. THE ENEMY FORESTALLED: THE FAEROES AND ICELAND

The Royal Marines' training for amphibious operations makes those who are ashore awaiting drafting to a sea-going detachment appropriate troops for an occupation force at short notice. That is the reason why, after the German invasion of Denmark and Norway had begun and the position of the Faeroe Islands and Iceland appeared hazardous, units of the Corps were chosen to garrison the islands against enemy landings. It was a matter of strategic necessity. The occupation of the Danish dependency of the Faeroes was the more urgent, for these twenty rocky, cloud-shrouded islands, rising sheer from the sea, lie no more than 200 miles from the Shetlands.

At 11 p.m. on 10th April, 1940, the day after the Germans had marched into Denmark, Lieutenant-Colonel T. B. W. Sandall was informed that he had been appointed to command a force of Royal Marines which was to proceed to the Faeroes immediately.

Marines are trained to move quickly. By 6 p.m. on the 12th, Force Sandall, consisting of 13 officers and 180 N.C.Os. and men from the Chatham, Portsmouth and Plymouth Divisions, had embarked in H.M.S. Suffolk, carrying stores for one month. Steaming at high speed, the Suffolk made the passage in 21 hours and reached Thorshaven, the capital of the Faeroes, at 3 p.m. next day. Colonel Sandall went ashore with a small staff (but no armed guard), met the British Consul, and made arrangements for billeting. Assisted by a couple of British trawlers, requisitioned on the spot, the whole Force had landed by 8 p.m. One company was billeted in a theatre, another in a dance hall. Headquarters occupied a club over the local cinema. There was no opposition. The townspeople gathered and watched the sentries on their beat, much as a London crowd watches the guard outside Buckingham Palace.

Meanwhile, Colonel Sandall had called on the Governor and informed him that the Force had come to ensure the safety of the population and the sovereignty of the islands against possible German aggression. The Governor declared that he must make a formal protest against the occupation. Colonel Sandall undertook to forward this in writing to the British Consul for transmission to the Foreign Office. Until he received further orders, however, his troops would remain in the islands and carry out such defensive measures as he considered necessary.

This conversation was carried on through an interpreter, the Governor leaving the room several times to consult his advisers. When the interview came to an end and Colonel Sandall was preparing to with-

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draw, the Governor invited him, in excellent English, to join him in a whisky and soda. Diplomatic conventions had been upheld, and from that moment the friendliest relations existed, not only between His Excellency and the Commanding Officer of Force Sandall, but between the local inhabitants and the troops. The Governor had quickly realized that, since he was powerless to prevent the occupation, it was his duty to do all he could to ease the situation for his people, who responded loyally to his appeal. He issued a proclamation declaring that the occupation was exclusively for military reasons and would not change the political status of the islands or interfere with the municipal administration, and called upon the population to put no hindrance in the way of the troops. Although censorship was contrary to the Danish Constitution, its necessity was accepted with a good grace.

On the following day the Royal Marines occupied the wireless station and the harbour. Two parties took up defensive positions in the country, which was as desolate as the Orkneys, as mountainous as Norway. The marines soon adapted themselves to their new conditions. They admired the neatness of the towns, the cleanliness of the houses—painted white, with red roofs—and the churches with their slate-blue steeples. The local schoolmaster acted as interpreter and the marines played two football matches against the inhabitants—and lost them both. The villagers gave them a high tea afterwards, and entertained them with dances and national songs. When the Force was relieved by a battalion of the Lovat Scouts on 27th May, Colonel Sandall was able to report that the behaviour and discipline of the marines had been excellent and that there had not been a single "incident" during the period of occupation.

Although the occupation of the Faeroes was uneventful, as a perfectly planned and faultlessly executed operation often is, Force Sandall had performed a service which was as valuable as if it had won a battle. In fact, it is not too much to say that it had won a battle, thanks to the flexibility of the Corps, its ability to move at short notice, and its discipline. The Germans had been forestalled. Had there been delay, there is little doubt that the enemy would have invaded the islands, and the effect of a hostile naval and seaplane base so close to the North of Scotland would have been disastrous.

### *The Marines land in Iceland*

The position of Iceland, which is larger than Ireland and commands the North Atlantic trade route, was even more important. Its occupation as a preventative to German invasion took place while Force Sandall was in the Faeroes. The occupying Force was composed of Royal Marines, not from Sea-Service detachments but from the newly-formed Royal Marine Brigade. It consisted of one infantry battalion,

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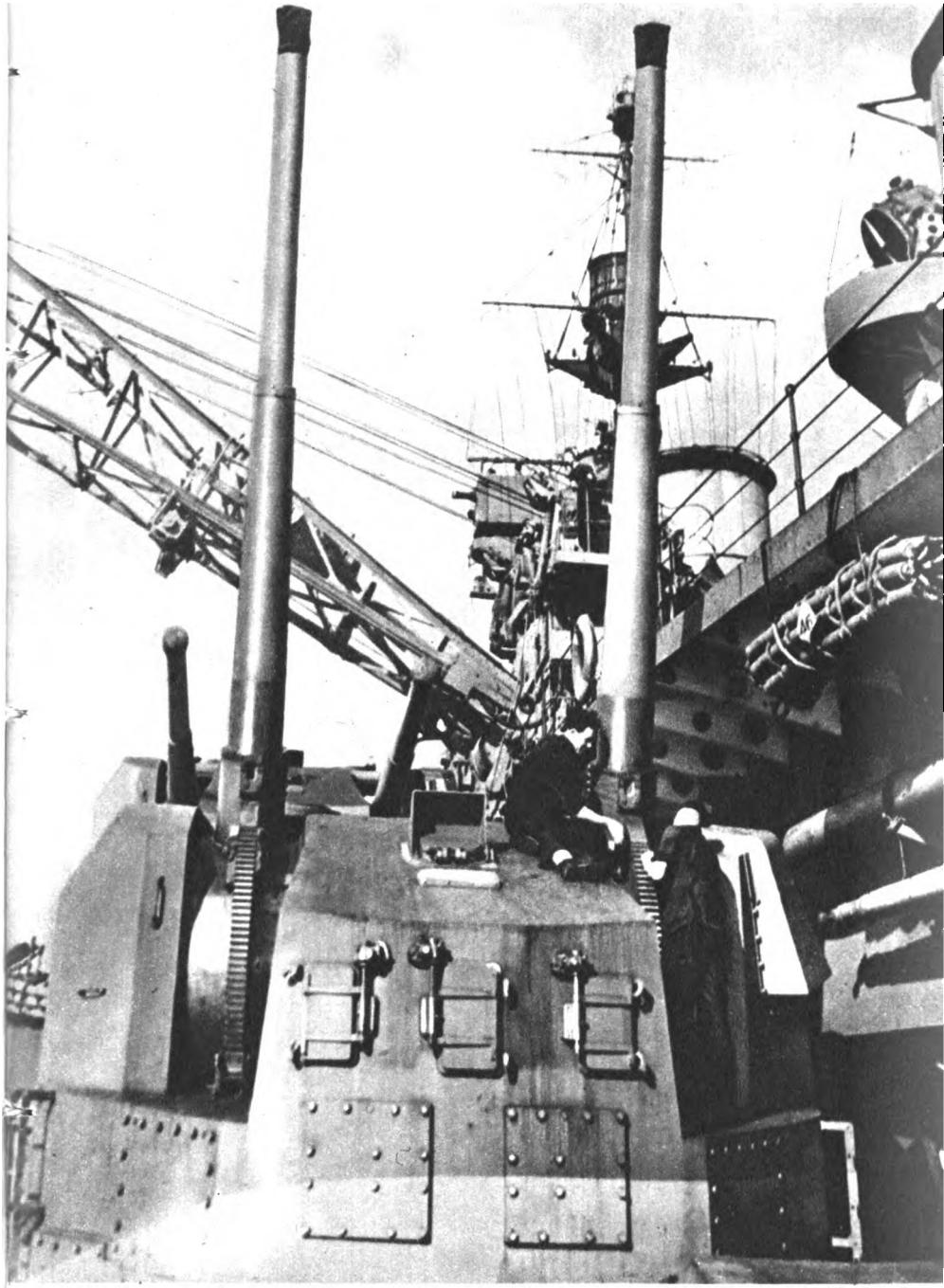

**Marines at the Guns.** Marines man and supply a quarter of the armament of the ships in which they serve. Here two of the Marine detachment in the battleship Howe are working on high-angle 5·25-inch guns. Behind the guns is the crane used for recovering the reconnaissance aircraft carried in the ship.

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**Gun's Crew.** These marines are at their stations in one of the great 14-inch gun turrets of the battleship King George V. The captain of the gun, voice pipe in front of him, controls the loading machinery.

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**This marine supply party** in the aircraft-carrier Illustrious is passing ammunition up to the 4·5-inch guns in the mounting above. The white hoods and gloves, always worn in action, protect them against burns. Where enemy forces may be met, marines live by their guns, as (below) in the gunhouse of a 6-inch turret.

a battery of 4-inch mobile guns and one of four 2-pounders, in all some 30 officers and 650 other ranks, with one naval howitzer battery.

The Force was commanded by Colonel (now Major-General) R. G. Sturges, and sailed in the cruisers Berwick and Glasgow, with the destroyers Fearless and Fortune in company, on 8th May. Mr. C. Howard Smith, C.M.G., Minister-designate to Iceland, who had left Denmark when the Germans marched in, accompanied the Force.

At 2.30 a.m. on the 10th, when the squadron was within 30 miles of Reykjavik, the Berwick's Walrus was flown off to reconnoitre the harbour, and the Fortune made an anti-submarine sweep of the approaches. The cruisers anchored half a mile from the harbour and the Fearless took ashore the first flight of troops, including the Royal Marine detachment from H.M.S. Berwick. A violent snow-storm came on, so that the Berwick was able to steam into the inner harbour and go alongside the main jetty in the centre of the town almost before she had been seen from the shore. The berth was clear and there was no opposition. As one of the officers observed, the landing "was like getting out of a train on to a platform." This was shortly after 4 a.m. It was by then quite light.

The landing party was met by a few civilians, mainly British residents who spoke the language. They acted as guides, and the marines lost no time in posting pickets on the three main roads leading from the town, occupying the post and telegraph office, the main telephone exchange and the broadcasting station. Cars were commandeered, and all objectives were secured without interference from the local inhabitants or the police.

## *Calling on Herr Gerlach*

One of the first objectives was the occupation of the German Consulate. Two platoons, under Major S. G. Cutler, had been detailed for this purpose. They reached the Consulate expecting resistance. The Consul-General, Herr Gerlach, was known to be an ardent member of the Nazi Party and some time before the war the Swiss Government had requested his removal from Berne. In response to Major Cutler's knocking, he opened the door himself. He was fully dressed, even at that hour of the morning. On seeing the marines he protested, but led the way into the hall.

One object of occupying the Consulate was to impound the secret documents. To prevent them from being burned, Major Cutler had thoughtfully brought with him a Phomene fire-extinguisher. Having dealt with the Consul, he was about to search the cellar, where he thought the papers might be stowed, when there was a cry: "Fire on the first floor!" He dashed upstairs, to find flames rising to a height of 20 feet. The Consul's wife and elder daughter were rushing about

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aircraft pom-poms were mounted on the outskirts of the town. bloodless blitzkrieg was accomplished, as an officer put it, without ıgle shot having been fired—even by accident.

ne Icelanders accepted the situation philosophically. They, like Faeroese, are an independent people and it is not to be supposed they welcomed the occupation of their island. There was one .y which was strongly pro-British, another equally pro-German—the Germans had carefully cultivated relations with Iceland in the ·s before the war. The attitude of the remainder was "Iceland for Icelanders." Nevertheless, they recognized that the Germans ht have come had the British not done so, and they regarded the ·ish as the lesser of the two evils. The tact with which the delicate ·ation was handled, however, the declaration that the island's itical status would not be affected, and the excellent behaviour of ·ir self-invited guests, led to a breaking down of reserve. As in · Faeroes, the inhabitants were soon on friendly terms with the ·rines, and before the last of the Force had left more than one British-·landic marriage had been arranged.

Had the main Force stayed longer, these relations would doubtless .ve grown more friendly still. But, with the occupation complete ıd the situation well in hand, the work of the Royal Marines was done. ke Force Sandall in the Faeroes, by reaching Iceland in time they ıd kept the Germans out and had made possible the operational base hich was to become so important to the Atlantic convoys. The ·fantry were spared the hardships, the long darkness of winter and the y winds which those who followed them were to know. On 17th May .vo Cunarders, the Franconia and the Lancastria, arrived with an ıfantry brigade to relieve them.

The expedition had been a remarkable achievement. Six days after ·ceiving the warning order in England the infantry of the Force was eployed in Iceland over a front of 70 miles, with a detachment on its vay to Akuruyri, 200 miles distant. The batteries were in position oon afterwards. On 20th May, 11 days after the landing, the command ıad been transferred to the Army, and the infantry of Force Sturges, ·e-embarked in the transports, was steaming back towards the United Kingdom.

After the occupation, the Germans broadcast a statement that there would not be a single British soldier left in Iceland in ten days' time. Colonel Sturges's answer was included in his Defence Orders: "There is only one scale of resistance—to the last round and the last bayonet." The threat did not materialize, however, and our bases and those of our Allies are still intact. The initial credit must go to the Corps for its despatch in handling a difficult situation, and it may well be proud to include "Iceland" as another battle honour which its colours cannot contain.

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in their nightgowns, throwing all the confidential books and secret documents into the bath, which had five inches of paraffin in it and was blazing. The marines ripped the clothes off the double bed in the Consul's bedroom, flung them on the bath and brought the Phomene into action. They extinguished the fire in a few seconds, thereby saving most of the papers.

Herr Gerlach was then escorted round the house while a search was made for possible booby traps by opening drawers, taking up carpets and moving furniture. The members of the Consulate were given time to pack two suitcases each, but were warned that if they attempted to secrete any books or papers they would be allowed to take nothing.

They were then assembled in the hall. Herr Gerlach asked to be allowed to fetch his overcoat from the cloakroom. He was escorted by Major Cutler and a sergeant. As he reached for the coat his left hand went to the pocket. Major Cutler seized his arm and took a loaded revolver from the overcoat. Herr Gerlach was then placed under an armed guard.

Cars were commandeered and by 8.45 the Consul, his family and his staff were embarked on board H.M.S. Glasgow. The ensign of the German Consulate was hauled down and was subsequently signed by the senior N.C.Os. of the battalion. It now hangs in the sergeants' mess at Eastney Barracks.

There were, however, other Nazis in Iceland besides the Consul-General. Colonel Sturges had a black list of some 70 agents. Within 45 minutes of the Force's landing the majority had been arrested and were sent back to the cruisers. They included a number of Germans who had come from a so-called shipwrecked merchant vessel; an officer from a U-boat who had been landed "to look after them" was arrested later and returned to England with Force Sturges.

### *Force Sturges hands over*

By 9.30 on the morning of the landing Colonel Sturges was able to report "All quiet, inhabitants friendly." Trawlers were requisitioned to disembark the stores. One of these was the Faraday, of Hull. Less than 15 minutes after the marines boarded her, she was steaming towards the Berwick for her first load. Her crew joined in the work of unloading and her skipper refused to accept the requisitioning chit which entitled him to payment. He and his men were glad to work for nothing. All stores and equipment were ashore by 5.30. The presence of H.M. ships being no longer necessary, the squadron weighed an hour later.

As precautions against a German airborne invasion, units of the Force took over the seaplane station, the local glider club and a possible landing ground 43 miles outside Reykjavik. The 2-pounder

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anti-aircraft pom-poms were mounted on the outskirts of the town. This bloodless blitzkrieg was accomplished, as an officer put it, without a single shot having been fired—even by accident.

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Had the main Force stayed longer, these relations would doubtless have grown more friendly still. But, with the occupation complete and the situation well in hand, the work of the Royal Marines was done. Like Force Sandall in the Faeroes, by reaching Iceland in time they had kept the Germans out and had made possible the operational base which was to become so important to the Atlantic convoys. The infantry were spared the hardships, the long darkness of winter and the icy winds which those who followed them were to know. On 17th May two Cunarders, the Franconia and the Lancastria, arrived with an infantry brigade to relieve them.

The expedition had been a remarkable achievement. Six days after receiving the warning order in England the infantry of the Force was deployed in Iceland over a front of 70 miles, with a detachment on its way to Akuruyri, 200 miles distant. The batteries were in position soon afterwards. On 20th May, 11 days after the landing, the command had been transferred to the Army, and the infantry of Force Sturges, re-embarked in the transports, was steaming back towards the United Kingdom.

After the occupation, the Germans broadcast a statement that there would not be a single British soldier left in Iceland in ten days' time. Colonel Sturges's answer was included in his Defence Orders: "There is only one scale of resistance—to the last round and the last bayonet." The threat did not materialize, however, and our bases and those of our Allies are still intact. The initial credit must go to the Corps for its despatch in handling a difficult situation, and it may well be proud to include "Iceland" as another battle honour which its colours cannot contain.

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# 4. NORWAY: FIRST TO LAND AND LAST TO LEAVE

The Norwegian campaign, which ebbed and flowed during the occupation of the Faeroes and Iceland, gave the Royal Marines opportunities of fulfilling many of their functions. Although it is impossible here to give a detailed account of all their activities, this may be said: true to their tradition, they were the first British troops to land and the last to leave.

The first marines ashore in Norway after the German invasion had begun were detachments from the cruisers Sheffield and Glasgow. They landed at Namsos on 16th April, 1940, seven days after the Germans had entered the country. They secured the harbour and road bridges to ensure an unopposed landing for the larger military force which was to follow two days later. These detachments were under the command of Captain W. F. Edds, the Senior Royal Marine Officer of the 18th Cruiser Squadron, and although the men had been cooped up in ships for several months, they marched long distances through snow-covered roads, then worked cheerfully through the night preparing their positions, sleeping in log huts which gave scant protection from the piercing winds, and during the day remained cramped in these shelters to avoid observation from the air. Having covered the landing of the expeditionary force under Major-General A. Carton de Wiart, V.C., the detachment, their task completed, returned to their ships in destroyers.

## *Holding on at Aandalsnes*

Another force, some 700 strong, with an anti-aircraft battery, was given notice on 13th April to embark for Norway, with the object of seizing the port and railhead of Aandalsnes and preventing the landing of German troops by seaplane, submarine and parachute. It was known as Force Primrose and was composed mainly of detachments from the Nelson, Hood and Barham, which were then refitting. Lieutenant-Colonel (now Major-General) H. W. Simpson was in command. Travelling independently from Portsmouth and Plymouth, the Force had sailed from Rosyth in four sloops by 4 a.m. on 15th April.

The flotilla, steaming with all possible speed, arrived at the mouth of Romsdals Fiord, which leads to Aandalsnes, on the 17th. Then the four sloops went forward cautiously in line ahead, led by the Black Swan (Captain A. L. Poland, D.S.C., R.N.), which carried the Hood detachment. There was no knowing whether the town was occupied by the enemy or not. The marines stood-to in silence on

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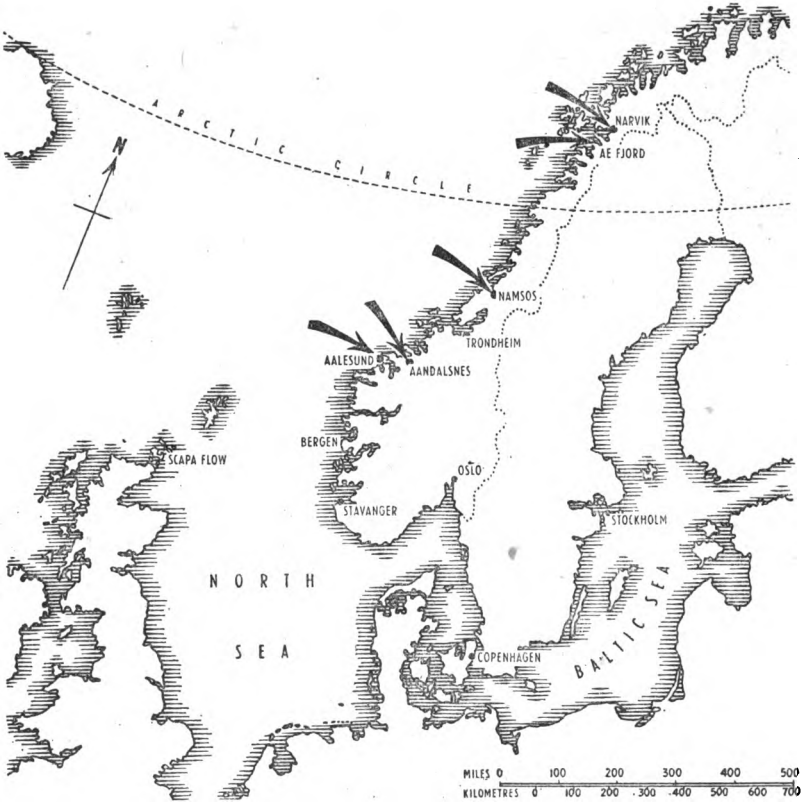


ROYAL MARINE LANDINGS IN NORWAY.

the upper decks. The fiord was very narrow, and they could see the mountains rising almost sheer out of the water on either side. The night was fine, but intensely cold.

It was almost pitch dark when the sloops anchored off Aandalsnes. The actual landing was an anti-climax after the grim preparation for battle. Instead of German opposition, they found a small crowd of friendly Norwegians waiting to welcome them. There was a stone quay, with a travelling crane to help unload stores and equipment. It was said that there were no Germans in the neighbourhood; nevertheless, Colonel Simpson took the precaution of arranging defensive posts near the jetty. About 2 a.m. the marines moved off in lorries to take up their positions. One detachment went to a military camp, Setnesmoen, where they spent the night; another was sent to Aalesund, under the command of Major H. Lumley, with a battery of coast artillery, to prevent enemy traffic passing down between the islands and the mainland.

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Halfway between Trondheim in the north and Bergen in the south, the Central Norwegian plain is joined to the waters of Romsdals Fiord by a narrow valley, more than 60 miles in length and flanked by precipitous hills. As the valley approaches the shores of the fiord it opens out into the shape of a fan. In one corner of the fan, fronting the fiord, is the little town of Aandalsnes, in the other corner the village of Veblungsnes. The camp of Setnesmoen is—or was—situated at the point where the valley starts to widen—a collection of long white wooden huts, with low roofs and verandas. When the marines reached it, the camp was in thick snow.

The task of Force Primrose was similar to that allotted to the Sheffield and Glasgow detachments at Namsos, but on a larger scale: to occupy Aandalsnes and district and to make arrangements for its use as a port of disembarkation for the Central Norwegian Expeditionary Force, the advanced units of which were expected that day. Seamen platoons were to provide working parties for unloading the ships. The Royal Marine detachments occupied a perimeter beyond the town. One of the Hood platoons covered the village of Veblungsnes.

Veblungsnes was one of those typical Norwegian villages which became familiar to the British troops in that distressful campaign. On two sides it was washed by the quiet waters of the fiord; behind it rose a grassy slope which soon merged into the steep sides of a snow-covered and sparsely-wooded mountain. A small wooden church stood back from the Aandalsnes road in a tree-shaded cemetery which sloped down to the fiord's edge. Beyond the church, the road was fringed with houses, some of wood, some of stone, low and red-roofed, with narrow doorways and thick-framed windows, a few with fenced front gardens. Off the village square was a solidly-built stone house with steps up to the door, a tall tree shading the entrance. It was a tailoring factory. Inside were piles of cloth, ready-made suits and sewing machines. Here the Hood platoon took up their quarters.

### *Field-days for the Luftwaffe*

The main Expeditionary Force began to disembark on 18th April and moved forward to Dombaas, leaving Force Primrose to hold Aandalsnes and its vital landing place and railhead. It was not long before the Germans discovered the occupation, and the Royal Marines' positions were bombed every day.

There were no airfields in British hands from which fighter cover could be provided, and the Germans had complete mastery of the air throughout the operation. But the Royal Marine anti-aircraft guns met them with spirited fire and the Black Swan gave protection to shipping from the fiord. One day she was bombed for three hours continuously. The Hood platoon at Veblungsnes watched her from

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their trenches as she dodged and twisted in the narrow waters of the fiord, at times almost hidden by splashes from near-misses, but keeping up an incessant barrage. When at last the raiders departed, without having scored a single hit, the little ship steamed triumphantly past Veblungsnes on her way to re-ammunition at Aandalsnes. The Hood platoon jumped from their trenches and cheered her. Their voices must have carried across the water, for she flashed an Aldis lamp in answer as she passed.

The raids would stop for the day at six o'clock in the evening and three hours of peace would follow. As the sky reddened with sunset and the mountain tops turned from white to gold, a party of Norwegians would gather on the square of grass in front of the Royal Marine quarters in Veblungsnes and sing English songs in their own language to a couple of guitars, which they passed from hand to hand.

"It is almost impossible to put into words," wrote one of the officers, "the wonderful feeling of peace that descends on Veblungsnes on these indescribably lovely Norwegian evenings, when one can relax, and smoke, and watch the shadows of the little white houses lengthen, and the sky turn from blue to crimson, without listening to the far-away drone of Heinkels. The loveliness is made all the more poignant by the realization of horror and death only a short way up the great valley, and by the knowledge that to-morrow the bombing will start again, and that this may be the last evening we shall see."

It was not long before it became clear that the Central Norwegian campaign had failed. The deciding factor was the German domination of the air. On 29th April came orders for the evacuation. Cruisers and destroyers were coming up the fiord that night and the following to embark the troops. Force Primrose was to form the rearguard and to hold the mouth of the valley while the evacuation was in progress.

By that time there were but two or three scattered houses still standing in Aandalsnes. Setnesmoen Camp was destroyed on the 29th. In the early hours of the 30th the marines took up their rearguard positions, which they had orders to hold for the next 24 hours.

"Those hours were the longest I have ever known," wrote the same officer. "When dawn came we lay up on our hillside while the Heinkels and Dorniers had a positive field-day over Veblungsnes and Aandalsnes. We could see them through the tree-tops only a few hundred feet up, firing burst after burst of machine-gun and cannon fire into Setnesmoen.

"Towards midday we had a feast of chocolate and cold baked beans, washed down with melted snow. When darkness fell again it was bitterly cold. Greatcoats gave hardly any protection and we dared not take exercise for fear of giving our positions away to the air or the scouts in the surrounding woods. . . . The time dragged on. Every minute it seemed to get colder and colder, and the hands of my watch

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to go slower and slower. From the road along the other side of the valley we could hear faintly the sound of lorries bringing back the remnants of the Army: a comforting sound inasmuch as it indicated the proximity of friends, even though they might be tired, beaten, and in full retreat.

"As the darkness deepened, the air raids became fewer and fewer and finally stopped altogether. The valley grew silent and still. Little night noises made themselves heard: the stirring of the tree-tops in the faint breeze; the rustle of some animal in the undergrowth; the far-away hum of a motor-cycle bringing a last lonely despatch-rider back from the front; my watch ticking away on my wrist; the slow breathing of the men hidden in the darkness. What was the time? Half an hour after midnight. Another two and a half hours to go. Were we going to get away with it altogether? At last two black shapes loomed panting out of the gloom. Orders. 'Withdraw at once. Rendezvous Company Headquarters. Hurry.'"

The men rose, stretching cramped limbs. They formed up in sections, then slipped and tumbled down the slope they had climbed twenty hours before. When they reached the rendezvous they were told that the destroyers were waiting. The ships had been ordered to sail not later than 1 a.m. Hearing that there were marines to be withdrawn they had remained beyond their time.

The marines moved off, a long line of men, black shadows on the snow in the moonlight. They came to the beach. Two destroyers were lying 200 yards off shore. The scene was flung into harsh relief by the glare of their searchlights. The men were dazzled and blinded as they emerged from the dim Norwegian night. They moved knee-deep in the icy water and scrambled into the waiting boats. The destroyers gathered way as they drew alongside.

Among the last of the British forces to leave Central Norway was a Royal Marine howitzer battery, which had been operating in the Namsos area. The Commanding Officer received orders to withdraw immediately, leaving his guns and all equipment. He replied that he would evacuate with all speed, bringing his guns with him. A further signal told him that the destroyer could not wait. He answered that nevertheless he and his men would remain with the battery until it was ready to be moved. Although he kept the destroyer waiting twenty minutes, by requisitioning every boat he could find he succeeded in bringing away every gun, all his equipment and every man.

"It is not the policy of the Corps to leave its equipment in enemy hands," he explained.

Another body of Royal Marines which performed good work in Norway was the Fortress Unit, whose normal functions are the landing, transport and installation of anti-aircraft and naval coastal defence gun, and the construction of hutment camps, water storage tanks,

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pipe-lines and anti-tank obstructions, and the unloading of ships. During the winter of 1939 the Fortress Unit had done invaluable work in the United Kingdom, and on 11th May, commanded by Lieutenant-Colonel (now Major-General) H. R. Lambert, D.S.C., it arrived in the neighbourhood of Narvik for the purpose of unloading coastal guns, ammunition, oil and stores in preparation for the capture of the town. This was done, usually under heavy air bombardment, working in shifts all day and all night. On 23rd May a party of two officers and four marines, under Captain H. G. Hasler, was detached with two motor landing craft to transport French tanks for the final assault on Narvik; it was necessary to take them by sea because none of the local bridges or car-ferries would bear their weight.

## *Rearguard at Narvik*

The Narvik Peninsula was then entirely in the hands of the Germans, who were supplied mainly by seaplane and parachute. Against them were the French Foreign Legion, a battalion of Norwegian infantry, and a force of Poles. All the British troops, with the exception of some artillery, had been withdrawn from the combat zone. Inter-communication was chiefly by Norwegian "puffers," heavily-built fishing boats, with a single-cylinder oil engine, which, as an officer remarked, is "simple and reliable but a most unpleasant shipmate in every way."

The marines in the motor landing craft used the puffers as depot ships, eating and sleeping entirely on deck. On one occasion an officer took an armed party ashore with the intention of shooting a sheep to supplement the monotonous rations, but returned empty-handed. The scheme had already been worked to death by the French Legion, and all he found was one sheep (evidently the last in the area) closely guarded by its owner, who also had a gun.

A squadron under the command of Admiral of the Fleet Lord Cork and Orrery opened the bombardment of Narvik on 27th May. The motor landing craft landed the tanks and the subsequent assault was successful, the enemy being forced out of the town into the mountains. By that time the remainder of the Royal Marine Fortress Unit had left for England, but Captain Hasler's party remained to assist in the evacuation of Narvik, which became necessary owing to the increasing bombing attacks on shipping, and helped to embark the rearguard, using a trawler, H.M.S. Man-o'-War, as a depot ship. She and two other trawlers were the last British ships to sail from Narvik, with the marines on board, and thus, as the detachments of the Sheffield and Glasgow had been the first to land in Norway, Captain Hasler and his men were the last to leave.

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## 5. THE RESOLUTION'S MARINES IN AE FIORD

At 3.30 a.m. on 9th May, 1940, during the operations against Narvik, when H.M.S. Resolution (Captain, now Rear-Admiral, O. Bevir) was lying off Tjelsund, the Northern Spray (Lieutenant-Commander D. J. B. Jewitt, R.N.), an anti-submarine trawler, came alongside and asked permission to discharge wounded. While on patrol she had sighted a German troop-carrying aircraft, which had been damaged by one of the Ark Royal's Skuas, making a forced landing in Ae Fiord. A party of two officers and 12 ratings from the Northern Spray and her sister ship, the Northern Gem, had set out to investigate in a Norwegian puffer. They had seen a party encamped on the cliffs of the fiord, closed the shore and fired on them from the sea. The Germans had returned the fire, with the result that two officers and five men from the trawlers were missing, and six wounded. Some of the missing men were believed to have been taken prisoner. The survivors had returned to the Northern Spray.

At 4 a.m. Captain Bevir called Major G. V. Walton, the Senior Royal Marine Officer, to his cabin for a conference with Lieutenant-Commander Jewitt. It was decided to land the whole of the Resolution's Royal Marine detachment, with a working party of four ratings, and two naval signalmen, to round up the German troops and to rescue the British prisoners of war.

The landing party (three officers and about 100 men, with a machine-gun section, commanded by Major Walton) embarked in the Northern Spray at 7.30 a.m. They carried 24 hours' emergency rations in canvas bags, besides tea, sugar and milk in bulk. A lieutenant of the Royal Norwegian Navy, accompanied the party as interpreter.

At Ladogen, on the western entrance to Tjelsund Fiord, the party picked up the Northern Gem, and a Norwegian pilot. The German aircraft had come down on the southern side of Tepkilnisset promontory in Ae Fiord, and Major Walton decided to land on the northern side of the hill, which was about 1,000 feet high, with the object of taking the enemy in the rear.

Since it was doubtful whether the trawlers could go up the fiord, two puffers were procured, and the landing party embarked in them, towing the trawlers' four lifeboats.

The force reached the northern side of the promontory at 2.30 p.m. The water was too shallow for the puffers to go right in, so the trawlers' boats ran a shuttle service to the shore and landed the party without opposition. Major Walton then sent one platoon to advance along

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either bank of a stream which ran down the hill, and another to work its way along the coast to Tepkilnet village. He himself went ahead with two scouts. There was heavy snow on the ground and the rate of advance was under one mile an hour.

On the crest of the hill immediately above the village three open camps were found. The first contained British equipment, the other two German. They had evidently been abandoned in haste, for personal kit, four Tommy guns, ammunition and food were lying scattered in all directions. A British steel helmet had "S.O.S." scrawled upon it in chalk.

The marines continued their advance and swept down the steep hillside towards the aircraft. It was lying on the rocky foreshore, with one wing submerged in shallow water, the other buckled against the cliff. It was a Dornier 26, a type of civil flying-boat used by the Lufthansa in peace time on the South Atlantic service, and converted for troop-carrying. The position of the bullet holes showed that it had been shot down from above. After the guns, ammunition and documents had been taken from the aircraft, the force re-embarked in the puffers, which had rounded the promontory with the boats and were lying in the little bay below the hill.

### *Skirmish at Undereulet*

All this time there had been no sign of the enemy, but the Norwegian officer suggested that the prisoners might have been taken to Soetran, a hamlet of half a dozen houses about six miles farther up Ae Fiord. Escorted by the Northern Spray, the puffers accordingly proceeded to Soetran, where Lieutenant A. D. Comyn landed with his platoon and searched the village. It was empty, but showed signs of hasty evacuation. The platoon re-embarked and the force returned to the head of the fiord.

Major Walton then received information from the Resolution that the Germans were at Skjellesvik, a village lying to the south of Soetran and connected with it by a half-made road. The Norwegian lieutenant and the pilot landed to confirm the information by telephoning to Skjellesvik and the neighbouring villages, but reported that they could obtain no news of the enemy. Nevertheless, Major Walton decided to investigate. The puffers were sent back and the force proceeded in the Northern Spray.

It was devious course by sea and it was midnight by the time they reached Skjellesvik. The inhabitants came out to meet the trawler in their boats (in those high latitudes there is no darkness at that time of year) and reported that the Germans and their prisoners were at Undereulet, a small village in a bay two miles to the northward.

There was no road between the two villages, and the bay was enclosed by steep cliffs. Rather than make a frontal landing by boat,

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however, Major Walton decided to send Lieutenant J. L. Carter with his platoon inland along the road to Soetran, with orders to swing to the left behind a saddleback hill and take the village in the rear. He himself made his way along the beach with the remainder of the detachment. The Northern Spray was to close the beach and give covering fire.

Some of the villagers volunteered to act as guides, but it was a hazardous and difficult march. The frontage was no more than ten yards, with sheer cliffs on the one side and deep water on the other. The marines had to advance in single file, with no room to manœuvre, and the rocky shore made the going slow. It took over two and a half hours to cover the two miles.

As the marines approached, the Germans ran out of the house in which they were living and took up a defensive position at the base of the hill behind the village. They were driven out by the Northern Spray's 4-inch gun and the detachment's machine-guns, manned by the ratings and some of the marines under Sergeant Coulson. This undoubtedly saved Major Walton's party from attack as they were forming up. The marines then charged through the village with bayonets fixed. The Germans did not await their assault, but broke and retreated up the hill, leaving behind tommy guns, rifles, bombs and ammunition.

The marines surrounded another house, which appeared to be occupied by the enemy. The doors were locked, so they began to assault through the windows. They were about to get to work with the bayonet when they were hailed by a Cockney voice and discovered that the occupants were the prisoners from the Northern Spray, dressed in German uniforms. The wounded pilot of the aircraft was also in the house, lying on a bed. He and the rescued men were sent back to the Northern Spray, while the marines pursued the retreating Germans, supported by gunfire from the trawler.

### *Round-up*

Since Lieutenant Carter's platoon might appear on the crest of the hill at any moment, Major Walton stopped the pursuit and ordered "Cease Fire," content to leave the enemy to his detached party.

Meanwhile, Lieutenant Carter's platoon, accompanied by the Norwegian lieutenant, marching towards Soetran, had reached an empty wooden building which had been used to house the road labourers. It contained bunks, a kitchen and a telephone. It was then 3.30 a.m.—broad daylight. The platoon had been marching through heavy snow—it had covered only five miles in three hours—and Lieutenant Carter could see that without skis it would be impossible for his men to cross the deep virgin snow to the hill over which the enemy was expected. He realized that if the Germans did appear they

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would make for the road. Therefore, having posted sentries, he occupied the house and let his men have a meal.

An hour later the sentries reported the enemy crossing the saddleback. They were making for the house, doubtless attracted by the smoke. The marines advanced upon them through the fir trees, firing as they went. In a few minutes ten of the Germans flung down their rifles and held up their hands. Two lay wounded in the snow. The prisoners were searched, relieved of their stick grenades and pistols, and taken back to the house, the wounded being brought in on bunks from the workmen's quarters. They proved to be troops from the Jaeger Battalion and had been on their way to Narvik when the Dornier was shot down.

Lieutenant Carter took the party on to Soetran, the prisoners carrying their wounded. At 10 a.m. they reached the village, where they were picked up by a puffer and joined the remainder of the party on board the Resolution at 5 p.m., after an expedition which had lasted 34 hours. There had been no time for sleep and the marines returned tired out but elated, with the satisfaction of having accomplished their task with complete success.

## 6. THE LANDINGS IN HOLLAND AND FRANCE

The Royal Marines' function of providing an emergency landing party from a warship for a special purpose on shore may also be performed by any of the three Divisions, which hold themselves in readiness for sending a self-contained fighting unit overseas at an hour's notice, to prepare and hold a bridgehead, cover a demolition party, and, if need be, to act as a rearguard.

Such a call was made upon the Chatham Division at 7 p.m. on 11th May, 1940, the day after the German invasion of Holland had begun. When the "General Assembly" was sounded every man in barracks promptly fell in on the parade ground. There were but about 300 of them, for during that fateful spring the calls upon the Corps had been very great and, besides fulfilling the demands of the Fleet, parties had been despatched to guard neighbouring airfields, to provide a Cabinet Guard in London, and to defend Admiralty buildings.

The first 200 men on parade that evening were told that they were required for "a defensive role in an unknown place." Among them were instructors, cooks, grooms, boats' crews, storesmen, a dining-hall

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attendant, and a barber. Many of them were pensioners who had returned to the Corps on the outbreak of war. The oldest of these was 54. Some were in khaki, some in blue. There was also the King's Squad, which had been passed for duty that morning.

They were ordered to return to their quarters, pack enough gear in their kitbags for three days, and to parade 50 minutes later in fighting order.

The Force fell in again at 8 p.m. and was organized into three platoons. Major B. G. B. Mitchell was in command, with three officers. They embarked in a convoy of motor buses with three days' rations, four machine-guns and two Lewis guns, and 30,000 rounds of ammunition. The police had cleared the roads and after what must have been the fastest bus trip in history (the convoy charged through Canterbury at 35 miles an hour), they reached Dover at 10 p.m. There they embarked in two waiting destroyers, the Verity and the Venomous. Soon after midnight they were steaming out of Dover harbour.

Even Major Mitchell had been unaware of the Force's destination until he reached Dover, where he received his orders from the Vice-Admiral. Once at sea, he allowed it to be known that they were bound for the Hook of Holland, where they were to hold the port so that further landings could take place unopposed.

### *Whitsuntide at the Hook*

The destroyers reached the Hook at 5.15 a.m. on Whit Sunday, 12th May, escorted by three Blenheims. Machine-guns were immediately mounted for anti-aircraft protection, and one platoon was put out as a screen. The rest of the Force was employed in disembarking the stores. Ten minutes after the landing a flight of Me.110s attacked the Blenheims. In the ensuing battle one Messerschmitt and one Blenheim were shot down.

Major Mitchell then held a consultation with the Commandant of the Dutch Naval Force, and learnt that 200 German parachute troops were occupying a wood less than three miles from the port. He disposed his men on a perimeter a mile and half round the jetty, sharing the positions with Dutch troops, some of whom were marines. He made his headquarters the stationmaster's office on the jetty.

By 8 o'clock, twelve hours after leaving Chatham, the marines were settling down in a front line alongside allies whose language they could not understand. But marines are good mixers and it was not long before all were on friendly terms. When Major Mitchell inspected his positions he saw the unusual sight of elderly pensioners drinking milk and wearing Dutch soldiers' overcoats. "In order to make this milk more interesting," he recorded, "a rum ration was issued later in the day."

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Meanwhile, one of the platoons had been suffering from German snipers in a row of houses to their front. A party of eight marines and eight Dutch soldiers rushed the houses and burned them down. By this time the British ships and aircraft had withdrawn. "I felt rather like a mouse in a closed room with a large and hungry tomcat," Major Mitchell observed.

The rest of the day was quiet, however, until 7 p.m., when there was an air raid along the whole length of the waterfront. Then three German troop-carriers were seen flying low and slow over the wood and dropping more parachutists. As the parachutists emerged they looked like small white butterflies. Then there were 30 white puffs, like bursts of shrapnel, as the parachutes opened. One of the Royal Marine machine-gun sections engaged them.

Early next morning a composite battalion of Irish and Welsh Guards arrived from England and moved into the town. Within ten minutes of their landing, German aircraft were reconnoitring overhead and later a mechanized column was reported to be advancing on the town from the direction of Rotterdam. The Force stood-to, but the Germans halted a mile and a half away and dug themselves in, assisted by Dutch fifth columnists.

At noon the Force saw the Queen of the Netherlands embark in the destroyer Hereward, which sailed for England, and that evening the Dutch Government and a large number of Dutch refugees followed her. At 6.30 p.m. the Germans made a heavy bombing raid on the jetty. Major Mitchell's headquarters were straddled and machine-gunned. The potatoes which his servant was cooking for supper went sky-high and the tins on the shelf above were riddled with bullets. An ammunition dump alongside was set alight, but the fire was gallantly extinguished by Marine S. Glenn. "It was a miracle that the marines suffered no casualties," wrote Major Mitchell, "even though they had made the best of every available cover. The steadiness of all concerned, in a most terrifying scene of leaping flames, exploding ammunition, and a destroyer badly hit and blowing off steam, made one proud of them."

During that night it became evident that it would be impossible for the Guards to advance to the Hague, as first intended. But the Queen and the Government had sailed in safety and it was decided that the Hook Force should be withdrawn. The marines were to act as a rearguard, with a small party of Guardsmen to strengthen the left flank. In the morning the Germans systematically raided the town, bombing and machine-gunning the fleeing civilians. The Guards embarked in two destroyers, and at 1 p.m., when they were clear of the harbour, Major Mitchell brought in the rearguard. The withdrawal was made difficult because the driver of one of the commandeered buses was found to be a pro-German. He had to be persuaded to carry

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out his orders with a revolver at his back. A quartermaster-sergeant of the Irish Guards is said to have performed this duty most efficiently.

During the Guards' withdrawal, Major Mitchell had re-embarked his stores in H.M.S. Malcolm, so that there should be no delay when the outposts came in. The arrival of the last party coincided with the appearance of 13 German bombers. The marines scrambled aboard the Malcolm with all speed. Then one of the officers found that he had left the bag containing his washing gear in the bus and asked permission to return for it. This was granted. The marines manned the whaler falls and hoisted the whaler on the port side. The naval demolition party, cool and unhurried, made their final preparations and embarked. The Malcolm sailed and as she left the harbour those on board had the cheering sight of ten destroyers coming in at full speed to screen her.

The Force reached Dover at midnight and arrived back in Chatham Barracks at 4 a.m. on 15th May, "very tired, very hungry, but very happy and thankful to be alive." There had been no casualties and so far from having lost any equipment, they had returned with "one anti-tank rifle in excess."

Major Mitchell was awarded the D.S.C. and two of his men the D.S.M. He was also decorated by the Queen of the Netherlands with the Order of Orange Nassau. Colour-Sergeant E. W. Parker was given the Silver Medal of the same Order.

### *In defence of Calais*

Similar "scratch companies" from Chatham were sent to Boulogne and Calais during those anxious days, to give cover to the naval demolition parties. The company sent to Boulogne, under Major C. F. L. Holford, on 23rd May, returned without casualties and was among the last to leave, having acted as a rearguard to the Guards, but the Calais party was less fortunate. Of the original strength of four officers and 81 other ranks, commanded by Captain G. W. A. Courtice, only 21 N.C.Os. and marines returned, and all the officers were lost.

They arrived at Calais in H.M.S. Verity soon after midnight on 25th May and first helped to defend the citadel, fighting alongside the French marines. In the afternoon one platoon and the machine-gun section were ordered to reinforce the Army in the front line. The machine-gun section was not seen again.

An hour later the citadel was bombed and shelled so heavily that it became untenable, and Captain Courtice ordered his men to withdraw to the jetty They had to run across the blazing drawbridge and make their way through the town under a hail of bombs, artillery fire and bullets from fifth-columnist snipers hidden in the houses. Their numbers sadly thinned, they eventually took up a position on a ridge of sand dunes outside the town with the men of the Rifle Brigade,

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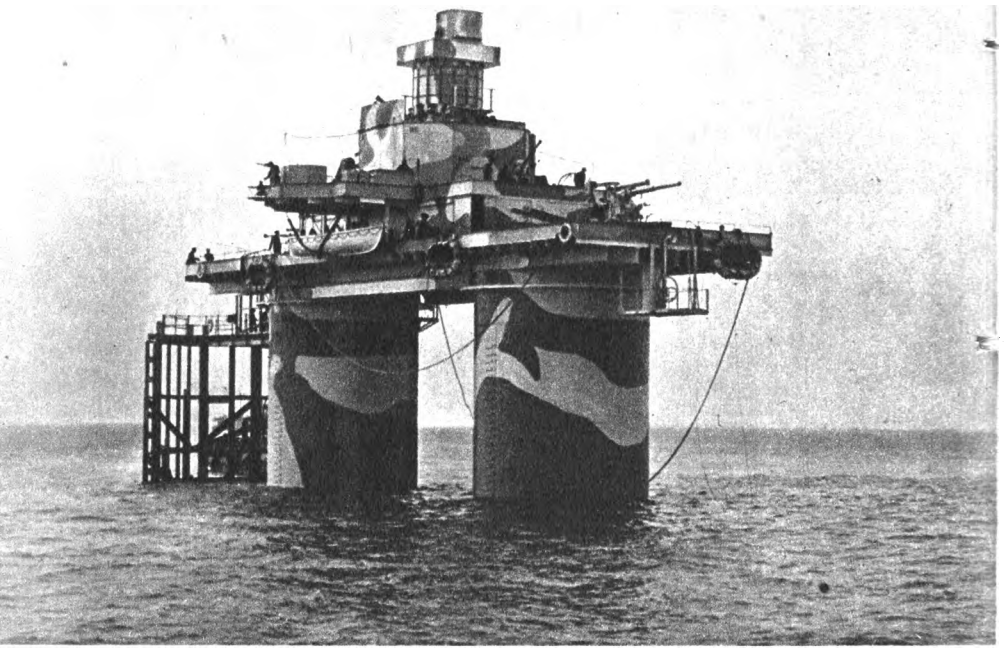
**Serving in the Fleet.** While the Royal Marine detachments in battleships, aircraft-carriers and cruisers share the many duties with the seamen, they are always ready to fulfil their special function of landing as an infantry force. Here they are seen on their own messdeck, which they call "The Barracks."



**Anti-Aircraft Fort.** In the Thames Estuary and along the East Coast, forts such as this defend the convoys against minelaying aircraft. Marines man the armament, mounted on the steel superstructure connecting the concrete towers, in which are the messdecks and magazines. Below, marines from the aircraft-carrier Victorious in Iceland.

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whose withdrawal they were to cover that night. The ridge was heavily bombed by German aircraft. Later, Captain Courtice reorganized this position into double sentry posts with a frontage of 200 yards. The marines held these posts that night and the following day. Sergeants Mitchell and East were despatched to collect any marines who had become separated from the main party during the withdrawal from the citadel. When they returned on the morning of the 27th the ridge had been vacated and there was no sign of Captain Courtice and his men. There is little doubt that they had become prisoners of war

By 10 a.m. the position had become desperate. The German gunners could see every movement of the troops in the town. The German bombers renewed their attacks, unopposed. The two sergeants then helped some of the wounded to embark in a small motor-boat, the Condor, which had come in, but she ran aground during an air raid and had to be temporarily abandoned. Sergeant Mitchell brought in a badly-wounded officer of the Rifle Brigade and decided to get hold of some rafts, carley floats and small boats that were lying outside the harbour. Corporal Sowden and Marines Goodall and Beckham volunteered to swim out and bring them in. They were in the water over four hours. An M.T.B. picked them up, exhausted, as they were reaching the boats. There is a story that as the M.T.B. approached them Corporal Sowden looked up from the water and said: "Got any room? If not, I'll carry on."

The M.T.B. reached the inner harbour and took off all the marines and soldiers present, except Sergeant Mitchell, who remained behind with the Captain and crew of the Condor in the hope of collecting more wounded men. At 4 p.m. two large bombs fell near the Condor. The waves caused by the explosion lifted her off the mud and refloated her. She was taken alongside at once, embarked a few more men, including Sergeant Mitchell, and surviving the attacks of the German bombers and a torpedo from a U-boat, reached Dover at 5.30 p.m. For their devotion in saving the wounded, Sergeant Mitchell was awarded the C.G.M., Sergeant East the D.S.M.

Among the marines who became prisoners of war was Marine S. F. Smith. While he was in the hands of the Germans he saw another prisoner shot against a church wall for attempting to escape. He saw other prisoners whipped because they could no longer march. He saw men bayoneted for accepting food from the French villagers. One night in Belgium he succeeded in escaping from his guards. Marching with feet bare and bleeding, unshaven, his ragged uniform covered with mud, and living on such food as he could pick up in the fields, he reached Brussels, hoping to get to Ostend and steal a boat, but only to find it impossible to make the coast. Befriended by a Belgian family, he then set off for France and eventually, after extraordinary privations

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and adventures, he reached Marseilles, where he was imprisoned by the French, escaped but was recaptured within 500 yards of the Spanish frontier and was subsequently repatriated as unfit for active service. The record of his experiences is a shining example of that self-reliance in overcoming even the most appalling difficulties which seems the birthright of the Royal Marine.

## 7. REARGUARD IN CRETE

There is no better example of the versatility of the Royal Marines than the Mobile Naval Base Defence Organization, more conveniently known as M.N.B.D.O.

This embodies a comparatively modern conception, dating back to 1923. The function of the M.N.B.D.O. is to provide the Fleet with a base in any part of the world, whether on the coast of a mainland or an island, within a week, and to defend it when prepared. The whole unit has a strength of about 8,000, with a Major-General of Royal Marines in command. It is a body of specialists, including engineers and mechanics, transport and crane drivers ; armourers and gunners ; surveyors and draughtsmen, bricklayers, masons, carpenters, plumbers, painters, decorators and camouflage modellers ; miners, blacksmiths, tinsmiths ; even divers.

The M.N.B.D.O. is carried in specially equipped merchant vessels. The Landing and Maintenance Group is responsible for the collection of the required material, for putting it ashore in landing craft, and for transporting it once it has been landed. The Group then completes its function by building wharves or converting existing jetties, making roadways from the beach, and erecting such buildings as may be necessary.

The defence side of the Organization is divided into artillery groups with naval coastal guns, anti-aircraft and anti-tank guns, and searchlights to co-operate with all three. Since the Organization is also responsible for the general security of the base, it has a Land Defence Force consisting of rifle companies, machine-gun sections and light artillery batteries. The Navy provides the boom defences for the base.

Group Headquarters control the coastal artillery, the light and heavy anti-aircraft guns, the searchlights, the ordnance and workshop units and the sections responsible for the signals, postal, meteorological, camouflage, provost, decontamination and medical services

The whole Organization was designed in peace time with a nucleus of Continuous Service marines, to be expanded on the outbreak of

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war by the enlistment of special tradesmen and ordinary recruits, who are trained at the Technical Training Depot at Fort Cumberland. The Corps expects a regular marine artilleryman to understand any gun within a week. The Hostilities Only gunners are trained in the various Divisions and also at Army centres. The anti-aircraft and searchlight units were employed in the Battle of Britain. One of the batteries, commanded by Major C. M. Sergeant, destroyed 44 enemy aircraft in 41 days and had the record bag for any battery in England.

### *The Marines at Canea*

There are now two of these extremely complex organizations, with almost every man a highly-trained and combatant specialist. Early in April, 1941, the first of them, M.N.B.D.O.(I.), under Major-General E. C. Weston, was sent to Alexandria expecting to be employed with the Mediterranean Fleet, but after the evacuation of Greece had become necessary, it was decided to use it for providing a naval base in Crete. Major-General Weston took command of the Suda area when Major-General (now Sir) B. C. Freyberg, V.C., was appointed Commander-in-Chief of the forces in the island.

Unfortunately, the decision to send M.N.B.D.O.(I.) to Crete was not made in time for it to fulfil its complete function and only the advanced groups arrived shortly before the invasion began: the Landing and Maintenance Group, the Transport Company, the Signals Company, the Searchlight Regiment and one of the anti-aircraft regiments, some 2,200 men in all.

There were then about 28,000 troops in Crete, most of whom had been brought back from Greece, with a few naval aircraft and R.A.F. Hurricanes. The area for accommodating these troops was restricted; there was no camp equipment; water points were few. Transport was almost unobtainable and the distribution of stores extremely difficult. All arrangements had to be improvised in the face of the imminent invasion of the island.

Australian and New Zealand troops formed the main body in the Suda area, which included the important Maleme airfield, Canea, a town of some 1,600 inhabitants, with a good harbour and landing stage, and Suda Bay, the naval base.

Shortly before the invasion began, Major-General Freyberg moved his headquarters from Canea, and an officer of the Royal Marines, who was the Provost Marshal on the staff of M.N.B.D.O.(I.), was given command of the garrison. On 20th May, when the airborne attack began, the garrison consisted of a composite force of four officers and 300 men, including Royal Marines, Australians and New Zealanders, men of the Staffordshire Regiment, the Royal Army Ordnance Corps, the Corps of Military Police, survivors from the gun

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crews of merchant ships, one officer and three N.C.Os. of N.A.A.F.I. and about 20 men serving "detention."

These troops were available for the southern defence of the town. The enemy was expected to attack with airborne troops from the south, then to land seaborne troops in the harbour. This appreciation of the situation proved correct. The Mediterranean Fleet defeated the seaborne attack and, so far as is known, the only survivors of the invasion force were 14 soldiers and one medical officer who reached the shore on a raft. The first contact the Canea garrison had with the enemy was at 8.30 a.m. on 20th May, when a troop-carrying glider crash-landed on some rough ground outside the town. The garrison troops held their fire until the Germans had climbed out of the glider, then opened at 70 yards and killed the entire party of nine. Three more, who had been killed on impact, were found inside the aircraft. The garrison was able to salvage 11 tommy guns and 1,000 rounds of ammunition, 60 hand grenades, two wireless sets, and some cameras.

The Germans continued to attack persistently with airborne troops. Their method of landing gliders was peculiarly reckless. They appeared to disregard the suitability of the ground and to take no thought of getting the carriers away so long as they could land the troops without losing too many in the resulting crash. The garrison dealt with the survivors so successfully, however, that only on three occasions did any penetrate into the town. The largest of these parties was three strong. The official report mentions that " they succeeded in doing a little sniping before being dealt with by our troops."

Many brave deeds were performed by the Royal Marines in the defence of Canea. Two may be quoted here. When a party of parachutists had secured a footing in a gun position, Captain A. L. Laxton made a determined attempt to get within grenade range, but was wounded in the head and back and in both legs. Nevertheless, he remained in observation and signalled back the numbers and position of the enemy, thereby enabling the gun position to be completely cleared.

On the second day of the invasion, Marine B. V. Jones, who belonged to one of the M.N.B.D.O's anti-aircraft batteries, shot down a German aircraft by firing a Bren gun from the shoulder. Later in the day he made a lone bayonet charge against seven Germans armed with sub-machine-guns, who had landed in a glider close to his gun position. He was subsequently awarded the D.C.M. Captain Laxton received the M.C.

The Royal Marine Signals Company, which was bivouacking in an orange grove outside Canea, also rendered valuable service by wiring for the anti-aircraft batteries, working by night.

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### *Defending the Suda-Maleme Road*

One of the Canea garrison's duties was to keep open the road between Suda and Maleme, the only supply line of the troops in the western sector of the island. By day this road was subjected to intense air attack and had to be constantly cleared of debris and unexploded bombs. At dusk the garrison reported on the condition of the road, met the supply convoy from Suda, and escorted it to its destination.

"This operation was always an interesting one," declared the Royal Marine officer in command, "as the enemy was very clever at infiltration and there was usually a machine-gun post with fixed lines of fire along the road. A section of our troops went forward in two trucks to discover the enemy's position by drawing his fire ; we then got round and attacked from the flank. These *mêlées* invariably finished up with our troops using their rifle-butts, and I think they enjoyed these shows more than anything else. Having dealt with the position in this manner, the convoy was taken on until halted by another enemy post. The same procedure followed, until we delivered the goods."

On one occasion a convoy escort found a couple of marines who had been manning a Bofors battery. The rest of the gun-crews had been killed and the ammunition was exhausted, but there had been no one to give the survivors orders to retire. So they had remained in the slit trenches they had dug, defending their guns with their rifles.

The Germans continued to drop more and more parachutists, and on the 27th they bombarded Canea from the air and demolished it. The garrison had sent away the civilian population on the previous night. The town was reduced to a heap of ruins and since it was impossible to find food and water for the troops they were ordered back to the Suda area. The commander of the garrison, who had been wounded by a bomb splinter on the first day, now became a stretcher case after a hand-to-hand encounter with the enemy and was compelled to hand over his command to an Army officer.

### *Covering the Withdrawal*

When the order came for withdrawal to the south of the island, Major R. Garrett, R.M., formed a number of the anti-aircraft and searchlight units of the M.N.B.D.O. into a rifle battalion, which acted as part of the rearguard during the later stages of the evacuation. With some 4-inch and 6-inch guns and light anti-aircraft batteries, these 700 marines kept the Germans at bay while the main body withdrew from the Suda Bay area to Sphakia in the south. They were told to fight until dawn on 1st June. This they did, with such effect that they made a further two days' evacuation possible, and so helped to save 17,000 troops to fight again. The evacuation was carried out by Major-General Weston, who assumed command of the troops in Crete

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on 30th May, when Major-General Freyberg was ordered to return to Egypt.

The losses of the rearguard were severe, and it was not possible to take off all the survivors. Once again, however, the Royal Marines' initiative and powers of improvisation rose to an emergency. One officer discovered a boat, and taking a mixed party of 60 survivors with him set out for the North African coast. Food ran out on the sixth day, the last rations issued being a lump of margarine dipped in cocoa. On the eighth day, during Divine Service, the party made a landfall and finally got ashore in the Sidi Barrani area.

Another party, consisting of five officers and 134 other ranks, including naval ratings, Australians, New Zealand and Special Service troops, and 56 marines, led by Major Garrett, put to sea in an abandoned motor landing craft. She was not designed to make anything but short trips at slow speed and her normal accommodation was 100 men. One of her propellers had been fouled by a wire. The party put in at Gavdopula, a small island 20 miles south of Crete, where they cleared the wire from the propeller and filled up every receptacle they had that would hold water. Then they set off again to the south.

After the vessel had covered a further 80 miles the petrol gave out. An unsuccessful attempt was made to run the engines on fuel supplied for cooking. They then rigged a jurymast and made sail with blankets, which one of the marines secured with spunyarn—a mainsail of six and a jib of four. Since the unwieldy craft had no keel, she proved so difficult to steer that relays of six men had to swim alongside and push her head in the required direction. Major Garrett cut down rations to one-third of a pint of water, half a biscuit, and a cube of bully beef a day. This was issued by Colour-Sergeant C. A. Dean, R.M., who combined the offices of purser and master-at-arms. His fellow Colour-Sergeant, H. C. Colwill, organized the watches and led the swimming parties.

Two of the marines improvised a distilling plant consisting of petrol tins connected by a rubber tube, and, by using the fuel which had failed in the engines, produced 4½ gallons of drinkable water in two days. Although two of the company died on the eighth day, the ingenuity of these marines probably saved the lives of their remaining comrades.

Finally, at 1.30 a.m. on 9th June, having covered 200 miles, they too landed near Sidi Barrani. Two of the Maoris on board found water close to the shore. Sergeant Bowden, R.M., after reconnoitring five miles across the desert in the darkness, made contact with an anti-aircraft regiment, and arranged for lorries to be sent next morning. Thus, thanks to the initiative of two Royal Marine officers, 200 troops and two valuable naval craft were saved from falling into the enemy's hands.

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Nevertheless, many of the Royal Marine rearguard had no opportunity to leave the island when their work was done. Of the 2,200 who had gone to Crete with the M.N.B.D.O. only 1,000 returned.

As with the four marines of the Wager, whom R. L. Stevenson, in his essay "The English Admirals," enshrined in the traditions of the Corps, "there was no room for these brave fellows in the boat," and if those left behind in Crete did not stand upon the beach at Sphakia, give three cheers and cry " God bless the King," like those others upon the beach of that lonely island in the South Pacific, there is little doubt that they, too, "made it a point of self-respect to give their lives handsomely." Some determined to give them so handsomely that when a Sunderland arrived to take off survivors, they declined to go. They made no fine speeches : it seems that they had no feeling for that piece of purple which, in the estimation of R. L. S., embellishes noble action. Gathering up the rations and the ammunition the Sunderland had brought, they turned their backs upon security without more ado and retired into the hills to carry on the fight. There, it may be, they are fighting yet, waiting to welcome their comrades from the sea. For if the Royal Marines were among the last to leave Crete, we may be very sure that they will be among the first to return.

## 8. SINGAPORE: "HERE FOUGHT THE PLYMOUTH ARGYLLS"

After the survivors from M.N.B.D.O.(I.) had returned to Alexandria from Crete, the unit was re-formed. The Land Defence Force remained in Egypt, waiting for deployment ; other units were sent to the Maldive Islands and Ceylon.

Meanwhile, the war farther east was going badly. Marines fought gallantly at Hong Kong before the capitulation. Then, on 10th December, 1941, came the sinking of the Prince of Wales and the Repulse. The survivors from the Royal Marine detachments, about 300, returned to Singapore. Some went to hospital, the remainder were re-kitted at the Naval Barracks and were organized as a battalion for duties ashore, under Captain R. G. S. Lang, who had commanded the Repulse detachment. Captain C. D. L. Aylwin, of the Prince of Wales, took one party to guard the wireless station at Kranji. Another was given a course of training in jungle warfare and went to Northern Malaya for the purpose of attacking the Japanese behind their lines,

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led by Lieutenant R. J. L. Davis, of the Repulse. A third was sent up-country to catch the fifth columnists who were known to be signalling to the enemy by night. At the same time, the marines who had disembarked from other ships, and had a knowledge of the inland waterways, joined naval ratings in small craft fitted with Lewis guns to patrol the Straits of Johore.

Lieutenant Davis's party went by train to Kuala Lumpur, then to Port Swettenham, where they camped in the Chinese School. While waiting to begin the raids they continued their jungle training. It must be remembered that these men had come straight from the battleships, and knew nothing of travelling in the jungle, let alone fighting in it.

"I can assure you," wrote one of them afterwards, "it is no joke trying to cut your way through virgin jungle with a bayonet. But the worse bugbear was the red ant—could he bite ? The mangrove swamps were not too funny, either ; if you had the misfortune to get into one, you promptly sank in up to your waist, surrounded by small red crabs, a foul smell, the aforesaid red ants, and just millions of mosquitoes."

Before the marines could embark, Japanese aircraft machine-gunned and sank the motor launches in which they were to have made their raids. Having no water transport left, they were attached to Army units, and after five days were forced to withdraw to Kuala Lumpur, where they eventually acted as a demolition party. "We were given a sledgehammer each," wrote the marine already quoted, "and driven to five engineering sheds, with orders to destroy everything. We had the grandest forenoon. I don't think the Japanese got much value out of that machinery."

They also blew up ammunition dumps, buildings and ships in the harbour, and were the last troops to leave. All this time they had been living on the country—on bananas, pineapples, mangoes, coconuts, fowls and ducks. They were soon on the move again and came under constant air bombardment, which cost them their first casualties. They patrolled the banks of rivers and held an important bridge to cover the withdrawal of two Army battalions. Finally they joined up with a convoy and returned to the Naval Base a few days before the Japanese reached Johore.

### *"Come on, Marines!"*

The last British troops to cross the causeway which links Johore with the island of Singapore were the 2nd Argyll and Sutherland Highlanders (Lieutenant-Colonel I. M. Stewart, D.S.O., O.B.E., M.C.). They came over with their pipes playing "Hieland Lassie" and blew up the causeway behind them. Their strength had been reduced to 250, and the marines from the Prince of Wales and the Repulse were sent to join them at their hutted camp outside Singapore. The

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composite battalion thus formed was officially called the Marine Argyll Battalion, but it will go down to history as the Plymouth Argylls: the Prince of Wales and the Repulse had been "Plymouth ships." The marines formed two companies, each with an armoured car and a Bren carrier, and the fellowship they created with the gallant 93rd will be an abiding memory in both Corps. "We never want better companions," said Colonel Stewart.

The Japanese attack on Singapore began in the early hours of 9th February, 1942. The Plymouth Argylls were despatched to Bukit Timah, four miles from the city. The Japanese were shelling the causeway, and the lorries were dive-bombed and machine-gunned continuously. It became necessary to abandon them when the Japanese artillery got the range of the road. The Royal Marines and the Highlanders marched through rubber plantations to their allotted positions, where they began to dig themselves in, suffering many casualties from the air raids. Blazing oil tanks lit up the sky and made it as bright as day. The tropical rain poured down and filled the trenches, so that the troops spent half the night up to their waists in water, while covering the withdrawal of the Australians. One of the armoured cars manned by the marines made periodical sorties to a point on the causeway where it could fire effectively on the Japanese working parties.

At 6 a.m. next morning Marine R. W. Seddon was "having a bit of a swill in a claypit," as he put it, when he heard the sound of rifle fire. Captain Lang had been surrounded. Seddon thus described the incident: "Colonel Stewart cried, 'Come on, Marines,' and we charged forward with our Bren guns. The Japs wore all sorts of rigs. Some were in shorts, some with equipment, others without; some wore only sarongs. You couldn't tell whether they were Japs or Malays or Chinese. The undergrowth was very dense, and we had to open up at random. I was doing a bit of spraying with my tommy gun and got some of them. Captain Lang had defended himself with his revolver and joined up with us. That night we had no sleep. The Japs must have been within 50 yards of us. We could hear them shouting: 'Any British or Indian troops here? If so, come out, the war is over!' We went on a bit of a patrol next day and saw half a dozen strutting along. At the time we weren't sure what they were, so I challenged them. They answered, 'Punjabis.' After going a few paces farther they suddenly opened on us, hitting an Argyll officer."

With Seddon was one of the boy-buglers from the Prince of Wales. He was then "nearly fifteen." "On the night the Japs invaded the island everything went haywire," he said. "During the fighting a Jap sniper who had been hiding up a tree jumped down on me and wounded me in the wrist with his bayonet. I couldn't stick him myself, so I called the sergeant, who finished him off."

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*Last days in Malaya*

The Plymouth Argylls had to operate in thick undergrowth, with no field of fire, their only protection in the air two Army Co-operation Lysanders. The Japanese bombers flew low and flung hand-grenades among the trees. But the marines held up the advance as they withdrew and destroyed several tanks with their anti-tank guns, enabling the nursing sisters and patients to evacuate an Army hospital, which the Japanese bombed and burnt out an hour later.

During the retirement the marines became split up, and made their way back to the city in small groups, their rifles at the ready, for there were snipers all the way. They continued to lose many of their comrades from air attack. "There was no one left to put up a show," said one of the survivors. "They were all squandered up."

On reaching their camp they found that it had been turned into a hospital. Some made their way to Keppel harbour, to be told that a general evacuation had been ordered. Some of them boarded ships and got away while Singapore was blazing. One party found a rowing boat and after pulling for four hours was picked up by the gunboat Grasshopper. She was dive-bombed and sunk off the Sumatran coast. The survivors swam ashore, found an abandoned motor bus, which one of the marines drove to the nearest town. There they went on board a destroyer and were taken to Batavia. The Dutch authorities mistook them for spies (for they were in rags by that time) and arrested them, but they were released later and eventually reached Colombo.

Yet another party left Singapore in a motor-launch commanded by a lieutenant, R.N.V.R. They reached the Dutch island of Singkep, where they found 800 soldiers and seamen. Nearby was another island where there was a number of Australian nurses and white women refugees. The Japanese were systematically bombing it and sending boats to capture the women. Some of the marines at Singkep joined a party of volunteers in a motor-launch towing flat-bottomed boats, brought off the women who were alive, and buried the dead. They finally left Singkep in a motor-boat with 300 on board, towing another, which sank. The survivors were taken aboard the first boat, and all reached Padang, in Sumatra, whence they, too, were sent to Colombo.

Such is the story of the Royal Marines in Malaya. It is a tangled story, and there are few left to tell it. All the officers of the detachments in the Prince of Wales and the Repulse became prisoners of war.

In that unhappy history there is nothing of which the Corps need be ashamed, and much of which it may be proud. "There are bitter lessons to be learnt from the campaign," wrote one marine survivor, after he had reached home, "but do not put all the blame on the man on the spot, who at least did his best in difficult circumstances which had never been properly appreciated in this country."

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The Royal Marines, and those with them, had fought a losing battle: a battle which had been lost before ever they had gone into action from their ships, unused to jungle warfare, but with their courage high. Some day, it may be, a memorial will be raised to the Plymouth Argylls in Singapore Island. The inscription on it might well take the form of that which is placed above Nelson's quarters in Port Royal, Jamaica: "Here fought the Plymouth Argylls. Ye who tread their footsteps, remember their glory."

## 9. FORCE VIPER ON THE IRRAWADDY

During the closing stages of the campaign in Malaya, when the threat to Burma was becoming increasingly grave, the units of M.N.B.D.O.(I.) in Colombo were asked to find volunteers for "special service of a hazardous nature." The response was immediate, and a party of four officers and 102 other ranks was selected, commanded by Major D. Johnston, with Captain H. Alexander as second-in-command and Surgeon-Lieutenant A. J. Innes, R.N.V.R., accompanying the Force as medical officer. It was known as Force Viper and left Colombo in H.M.S. Enterprise on 8th February, 1942, for an unknown port.

Once at sea the Force learnt that its destination was Rangoon, where it disembarked on the 11th. The city had a derelict appearance. There were few people in the streets and piles of garbage were everywhere. The British had lost Moulmein and were falling back towards the Sittang river. It was thus no longer possible for Force Viper to perform the role for which it had been formed—to patrol the east coast of the Gulf of Martaban in small craft in order to prevent the Japanese from getting behind the British troops—and Major Johnston was ordered to form a flotilla for other duties.

He acquired (that word appears frequently in his report) a 35-foot diesel motor-boat, the Alguada, and began boat-training on the Rangoon river. Lieutenant W. G. S. Penman, of the Burma R.N.V.R., was attached to the Force. He was an experienced yachtsman and a qualified engineer, spoke Hindustani and Burmese, and his knowledge of local conditions was to stand the Force in good stead. On Major Johnston explaining the difficulty of obtaining boats for training purposes, he disappeared for a few days and returned with four Government touring launches—the Doris, Rita, Stella and Delta—and the diesel motor-boats Ngazin and Ngagyi, of the Irrawaddy Flotilla

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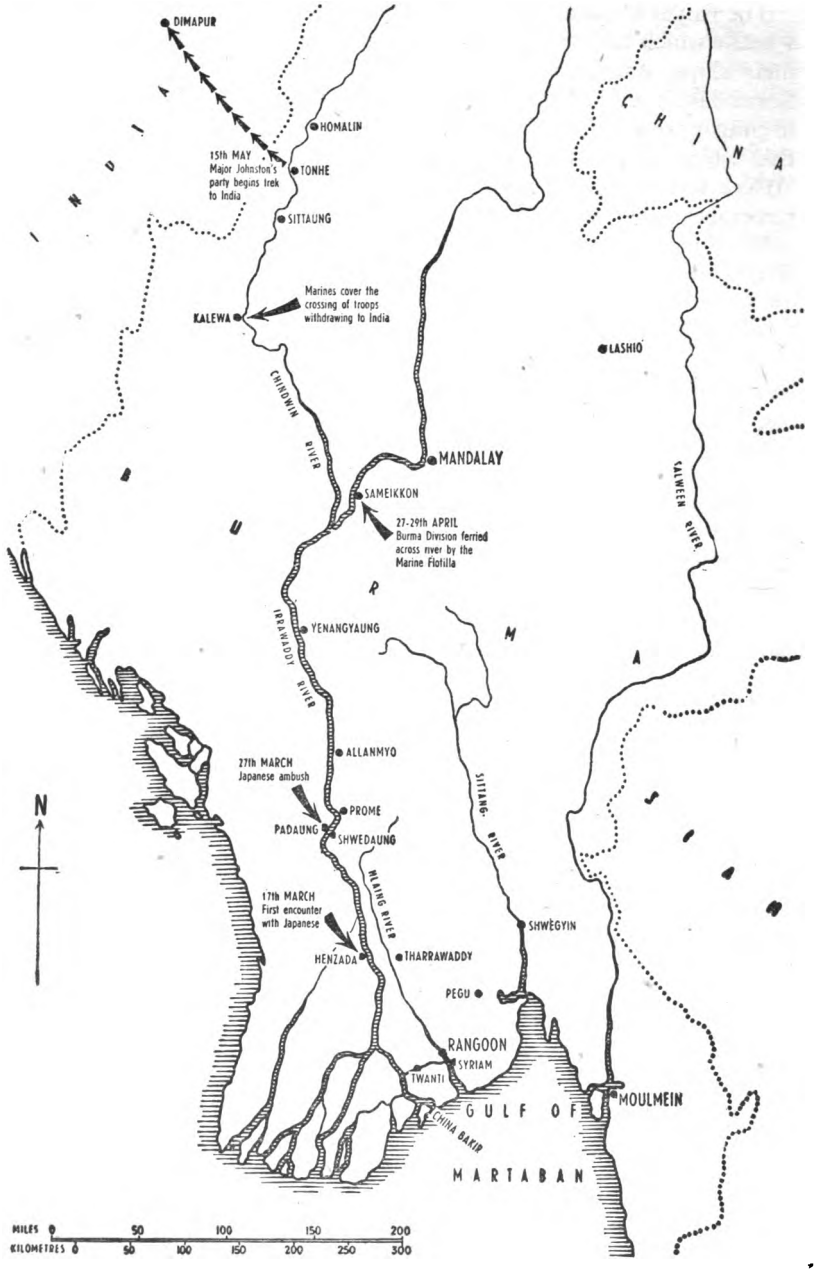


THE OPERATIONS OF FORCE VIPER.

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Company. Each launch was equipped with a Vickers machine-gun, an Aldis signalling lamp and a wireless telegraphy set. Bren guns and mortars were added later, as acquired. These launches formed the nucleus of the flotilla throughout the campaign.

Lieutenant Penman then took over the training of the boats' crews, when they could be spared from other duties, which included close defence of the oil refineries at Syriam, three miles from Rangoon ; and, since all the police forces in the area were withdrawn on 22nd February, the marines were given the task of maintaining order in the town. "In the racing tides of the Rangoon river this boat-training was a tiring and, at times, a hair-raising job," wrote Major Johnston in his official report, "but the troops were intelligent and keen to learn, so that within a fortnight we were able to start river patrol work with reasonable efficiency and an unimpaired fleet."

By that time the Japanese had crossed the Sittang and fighting was in progress in the Pegu area, 50 miles north-east of Rangoon. In Rangoon itself the feeling of insecurity grew. The question was no longer if, but when, the city would be evacuated. Arson and looting were on the increase and large fires were burning continuously both in Rangoon and Syriam. Major Johnston instituted car patrols and offenders were publicly flogged. Even so, the looting and the fires continued.

On 4th March Major Johnston received orders to patrol the Rangoon and Pegu rivers, the Twanti Canal and the Rangoon Docks. Looters were to be shot on sight. A party was to be left behind to assist in the demolition of the oil refineries. The Force was divided into three platoons, each taking one launch, with a motor-boat attached. The Delta was used as a store-ship and carried the demolition party. The motor-boats were manned entirely by marines ; the launches still had their Chittagonian crews, who remained loyal throughout the campaign. The Force had been given special permission to sail under the White Ensign.

### *The clash at Henzada*

The military evacuation of Rangoon began on 6th March. The demolition of the refineries and the docks took place next day. Soon the sky was filled with immense pillars of black smoke. In one refinery alone 20,000,000 gallons of aviation spirit were destroyed. The flotilla covered the embarkation of the demolition parties, then made its way through the Twanti Canal and the China Bakir into the Irrawaddy. The marines destroyed, or took in tow, all the power-boats they passed, and set on fire a large dredger.

"We steamed by day only," wrote Major Johnston. "Our routine was semi-naval. Reveillé at 0600. Scrub decks till 0645, by which

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time it was light enough to see the buoys, and we got under way. Then breakfast, and quarters to clean guns. Lookouts were on watch at all times. We went ashore at the towns to buy local produce and get what information we could. We had been lucky enough to procure 50 crates of beer before leaving Rangoon. Grog was issued after anchoring each night."

The flotilla reached Prome on 13th March after a peaceful passage and was attached to the Seventeenth Division, which was in combat with the enemy in the area north of Tharrawaddy. Major Johnston's orders were to protect the Division's right flank by preventing the Japanese from coming up the river behind them and crossing from west to east. The store-ship was now replaced by the Cynthia, a 110-foot steam launch, the Ngazin and the Ngagyi by another diesel boat, the Snipe, and two armoured kerosene motor-boats, the Xylia and the Delta Guard 9.

The first task of the flotilla was to assist Burma Commando II in carrying out demolition at Henzada, some miles below Prome. The Royal Marine demolition party was attached to the Commando, with the Rita as escort to the Hastings, an Irrawaddy Flotilla double-decker.

The two vessels reached Henzada on 17th March. The Hastings secured to the bank and the Rita lay off close to her. A small party from the Commando and Force Viper went ashore to reconnoitre. When they had advanced 200 yards towards the village a Burmese civilian called upon them to surrender, saying that they were covered by machine-guns. "They gave an unprintable reply to this," observed Major Johnston. Japanese then appeared in large numbers and the party started to fight its way back to the river. Hearing the firing, the Rita pulled out into midstream and drew most of the Japanese fire, which she returned vigorously with her Vickers and five Brens, the gunners "getting right in amongst the enemy." Mortar bombs began to fall round the ships and the Hastings pulled out from the bank, but went in twice to pick up the shore party. Mr. Rae, the Master of the Hastings, handled his ship from an exposed position for'ard with great coolness, and throughout the action the two Chittagonian serangs remained at the wheel unperturbed. Once the shore party was re-embarked both vessels made off upstream without being hit by the mortars. The Rita was hit repeatedly by rifle-fire, however, but the Japanese bullets had poor penetrating power, being stopped by such unlikely articles as a rolled blanket or a tin of sausages. One marine and two men from the Commando had been lost, and two men in the Rita were slightly wounded. Later information disclosed that the enemy lost over 100 killed.

This action showed Major Johnston that a force put ashore from the flotilla would always be at a disadvantage, and that his proper role was to destroy the enemy on the river. Even there, as he had come to

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realize, the flotilla had limitations. The launches were slow and restricted to the main channels. The Burmans were cutting away the buoys and removing the crossing marks on the banks. The flotilla could not move with any certainty at night to make a surprise attack and its operations must be mainly defensive.

The patrols continued. The marines were learning the river. At first the motor-boats had been like a pack of unruly hounds, dashing off to chase country boats up creeks and often ending by going aground, so that a party would have to go over the side to push off. Now great caution was needed, for the river was falling and the channels were becoming increasingly difficult.

### *A desperate battle at Padaung*

Lieutenant-Colonel Musgrove now took over the Commando and Force Viper. On 27th March, when the Division was heavily engaged at Shwedaung on the east bank, the Commando received orders to hold Padaung on the west bank and to prevent the enemy from crossing the river. Two platoons and a Vickers section from Force Viper were landed. The flotilla remained inshore with skeleton crews. All was quiet on the Padaung side, although the sound of battle could be heard on the east bank. The villagers appeared friendly, selling the party ashore bread and fowls to augment their supper. But the Burmans had concealed the Japanese in their houses, and shortly after midnight the enemy emerged.

A desperate battle ensued. Major Johnston described it thus: "At 0030 there was a burst of tommy gun fire in the compound below us. The Colonel, Fayle and I dashed down to see what was happening. There was bright moonlight and the compound was quiet enough except for a subdued scuffling going on outside. I went out on the road and saw figures quietly crossing towards the compound farther down. Ten yards from me a figure was kneeling on the road, and another lying on the edge of it. I had a good look at him and decided that he was a Jap. I fired a revolver shot at him, but missed, and jumped behind a latrine. Meanwhile, the far corner of the compound nearest the river was filling up with troops. The Colonel and I got all the reserve platoon that we could see and sprinted 50 yards down the road to where it crossed a dry gully. As we went, there was a yell from the Japs, and tommy guns, automatic weapons and rifles opened fire. I had lost touch with Fayle. We took up positions along the gully and fired back into the compound, which was now seething with troops. After a little while we were fired on from behind as well as in front, and the air was thick with bullets. Our ammunition began to run out. One Bren had none left, another had only one magazine. There was no hope of contacting Cave's platoon in the *mêlée* and the

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Colonel decided that we should beat it. We made our way back delicately, expecting to meet parties of Japs, but there was no further excitement and we reached the ships by 0430. By 0830 the whole of Number 2 Platoon had returned—they had not had a single casualty."

Lieutenant D. R. Fayle, who was in command of this platoon, was the last to return. During the attack he had found himself with a corporal and one marine. They opened fire on the Japanese at short range. The Japanese tried to rush them, but without success. Then a Japanese officer called upon them to lay down their arms. He was immediately shot. Again the Japanese tried to overwhelm the little party, who continued to fire as targets presented themselves until they ran short of ammunition, when they escaped unnoticed to the river bank, embarked in a canoe, and began to paddle upstream. The canoe sank under them. They regained the bank and made their way back to the flotilla on foot.

In all, the Force lost 35 of its number that night, including Lieutenant P. Cave and the Vickers section. With the exception of the Delta Guard 9, however, the flotilla was kept intact by means of reduced complements.

On 4th April, at Allanmyo, the Force was attached to Burdiv, which had taken over from the Seventeenth Division. It consisted of the 1st and 13th Brigades on the east side of the river and the 2nd Brigade on the west. The flotilla continued its work, patrolling the river while Burdiv withdrew to the north, destroying boats and cutting teak rafts adrift, fighting small but exciting actions with the enemy on the banks, blowing up petrol barges, making contact with lost troops and, later, picking up refugees, and the staff and patients from a casualty clearing station. Sometimes the vessels were fired on from the shore, sometimes machine-gunned from the air. The Japanese broadcast a threat that if any of the marines were captured they would be roasted and cut into small pieces. That was the measure of Force Viper's success.

Some of the vessels had to be replaced, among them the Stella, whose engines could do no more. Her Chittagonian engineman burst into tears at seeing his ship destroyed. The time came when most of the Chittagonians had to be given their chance to return to India. Marines took their places. This meant a further reduction in the fire-power of the launches, but a gunboat, the small paddle-steamer Viking, was sent down from Mandalay to increase the flotilla's strength.

By 25th April the military situation had become even worse. A Japanese force was reported to be only a few miles from Lashio. It was imperative for Burdiv to cross the river at Sameikkon, and the flotilla ferried it over. The chief problem was the transport, which consisted almost entirely of bullock carts, but by towing a large "flat" continuously to and fro across the river from the afternoon of the 27th until the morning of the 29th, 320 carts, many of them loaded with

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**Force Viper in Burma.** It is 7th March, 1942. The Japanese are advancing towards Rangoon. Three miles south of the city the oil tanks of Syriam have been fired. Billowing smoke is reflected in the Rangoon River, where the launches of Force Viper, one of them in the foreground, cover the demolition parties.

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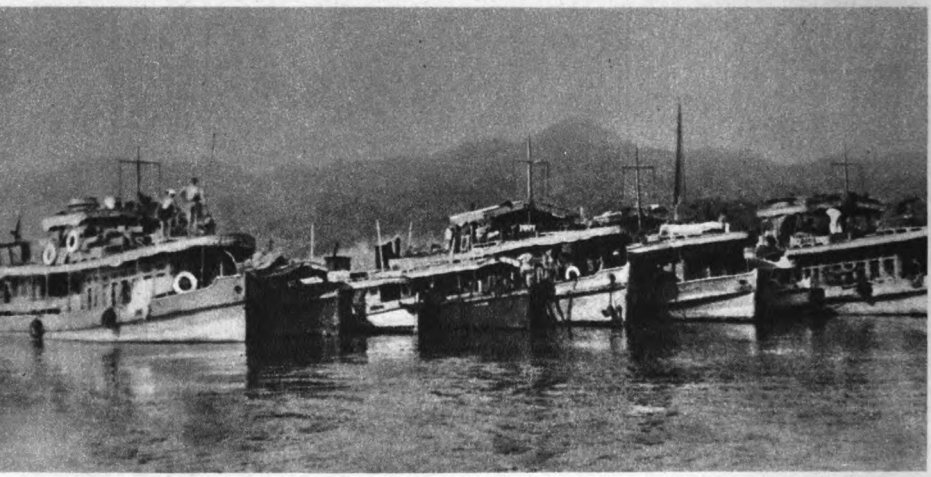
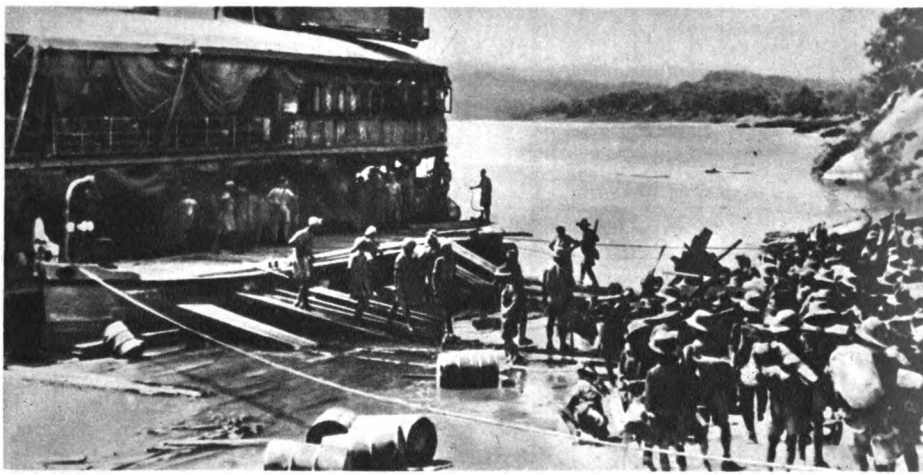
(1) The 106 men of Force Viper were marines ; they had volunteered in Colombo for special service in Burma. Two of them, bearded, are seen above in the Doris with the Chittagonian captain of the native crew. These crews tended the engines of the launches.



(2) Above is the improvised flotilla of touring launches and motor boats from which Force Viper fought. It is now mid-March. The flotilla has passed into the Irrawaddy, where (below) the oil stores of Yenanyaung, Burmese oil centre, are being destroyed.

(3) Now the flotilla sails farther upstream, protecting the army from Japanese infiltration by river. The land fighting was going badly, and turning into the Chindwin, Force Viper (below) covered the crossing of the British land forces from the east bank to the west.



(4) Their ten weeks' voyage of more than 600 miles from Rangoon over, the marines set out on 13th May from Sittaung to India. The last party left Tonhe, still farther upstream, on 15th May. Ten days later, 48 of the original party gathered in Calcutta.

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**In Defence of Malta.** Through many of the island's darkest months, from January 1941 to May 1942, marines manned Bofors anti-aircraft guns above the Grand Harbour at Valletta. The picture shows the ceremonial parade on 20th May when, their duties completed, the marines turned their guns over to the Royal Artillery.

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stores, 640 bullocks and about 500 mules were ferried, while other vessels of the flotilla were taking troops and equipment across. The Viking, anchored in midstream, acted as anti-aircraft guardship.

### *Up the Chindwin and to India*

The course of the troops was now up the Chindwin River, which Force Viper was ordered to patrol. The water was too low for the flotilla to enter, and all the vessels, with the exception of the small motor-boats, had to be destroyed. Sternwheelers were employed as far as Shwegyin. A troop of anti-tank guns was attached to the Force, which was ordered to dominate the river and cover the troops during the crossing of the Chindwin at Kalewa on their road to India.

The troops were ferried across by the sternwheelers, one of which was manned entirely by marines ; the others had marine detachments to act as guards, anti-aircraft sentries, and stand-by engine-room crews. By the night of 10th May the whole Division had been ferried, including the Armoured and the 48th Brigades, which were acting as the rearguard. As the flotilla got under way from Kalewa, the Alguada broke down and had to be destroyed. She had been the first vessel the Force had acquired and was almost the last it was to use, and she had done more running than any other boat in the flotilla.

The last mission entrusted to the Force was at Sittaung on 14th May, when one motor-boat was ordered to take a lakh of silver rupees and a secret letter to the District Commissioner at Homalin, 86 miles up the river. On the way upstream Major Johnston learnt that the Commissioner had already left Homalin, but he decided to carry on and bring back refugees, who were already streaming down the river—in boats, on rafts, and on foot upon the banks. Many of them were in a pitiable condition. Some had been robbed by dacoits. Others had died on the way.

Major Johnston found Homalin almost deserted save for looters. He returned downstream, giving out handfuls of rupees to refugees on the bank—much to their astonishment. Human life being more precious than silver, he jettisoned some of the money-bags and took a number of refugees on board. Fuel and oil were running low, and the engines were in distress, but by going half speed and assisted by the strong current he reached Tonhe that evening.

At dawn next day he and his small party destroyed the motor-boat and set out on the 200-mile trek overland, crossing the Indian frontier on the second day, camping one night beside a stream, climbing mountains, spending another night in a Naga village high up on the windswept ridge, until at length they reached Dimapur, thence travelling by train to Calcutta, where the main body of the Force, under Captain Alexander, had arrived on the previous day, 25th May.

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Thus ended as strange and as gallant an amphibious expedition as any the Corps had ever been called upon to perform. The losses had been serious. Of the original Force of 107 which left Colombo, only 48 returned. Some who had become casualties and gone to hospital, reappeared later. One at least found his way back alone and by devious courses. When he reported at Plymouth he explained that his officer had told him to make his way home if he ever became detached from the Force.

"What do you mean by home ?" the Adjutant asked him.

"Stonehouse Barracks, sir," he said.

## 10. "THE OPERATION MUST SUCCEED": MADAGASCAR

After the Japanese occupation of Malaya and Burma the danger to the convoy route round the Cape to the Middle East and India made it imperative for British forces to seize the Vichy-held island of Madagascar. The combined expedition was commanded by Rear-Admiral (now Vice-Admiral Sir) E. N. Syfret, flying his flag in H.M.S. Ramillies, and by Major-General R. G. Sturges, R.M., G.O.C. Land Force. The orders issued for the assault contained the significant words: "Withdrawal is out of the question. The operation must succeed whatever the cost."

On 5th May, 1942, the first landings were made in the extreme north of the island with the object of capturing the harbour of Diego Suarez and the adjacent port of Antsirane. Thanks to the co-operation of naval aircraft from the Indomitable and the Illustrious, Diego Suarez North fell without formidable resistance, but 36 hours after the operation had begun the Land Force was held up at the approaches to Antsirane by a strongly-defended line (the existence of which was unknown to the Force Commander before the assault) stretching across the neck of the peninsula on which the town stands.

On the morning of the 6th, General Sturges, having given verbal orders for the night assault on Antsirane by an infantry brigade, returned to the flagship to ask the Commander-in-Chief for assistance in the attack, by the promise of a diversion "to take the Frenchmen's eye off the ball." As a result, the destroyer Anthony (Lieutenant-Commander J. M. Hodges, R.N.) was called alongside and at 2.30 p.m. Captain Martin Price, who commanded the flagship's Royal Marine detachment, received a sudden summons to Admiral Syfret's cabin. There he found General Sturges, who asked him how soon he could

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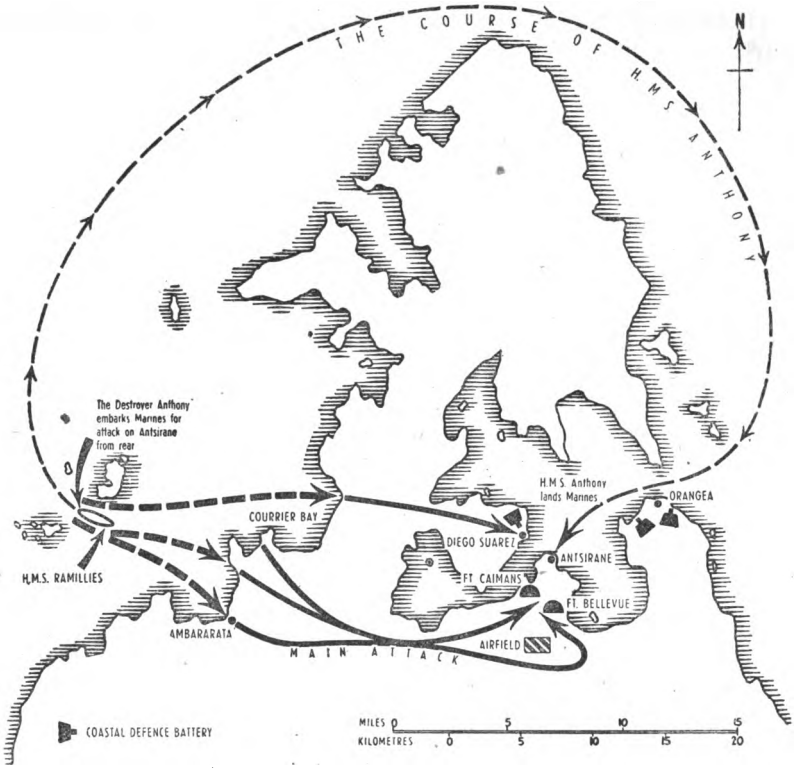


THE CAPTURE OF ANTSIRANE.

have ready a landing party of 50 marines. Captain Price replied that his emergency platoon could be ready in 20 minutes, but that since there was no immediate organization for a large landing party, it would take an hour. Both the Admiral and the General said it must be done in less, if the party was to arrive in time to synchronize with the night assault.

"Every Frenchman who can hold a rifle appears to be defending the neck of land on the Antsirane peninsula," General Sturges explained. "We want you to cause a diversion by attacking the town in reverse. You will go ashore from the Anthony. Your objective is the Artillery Commandant's house, which dominates the southern end of the town. We want you to turn to the north as many rifles as possible that are now pointing south at the Army and prevent enemy reinforcements being available for a counter-attack."

Captain Price then asked for 45 minutes. General Sturges agreed and said he would postpone the night assault for half an hour.

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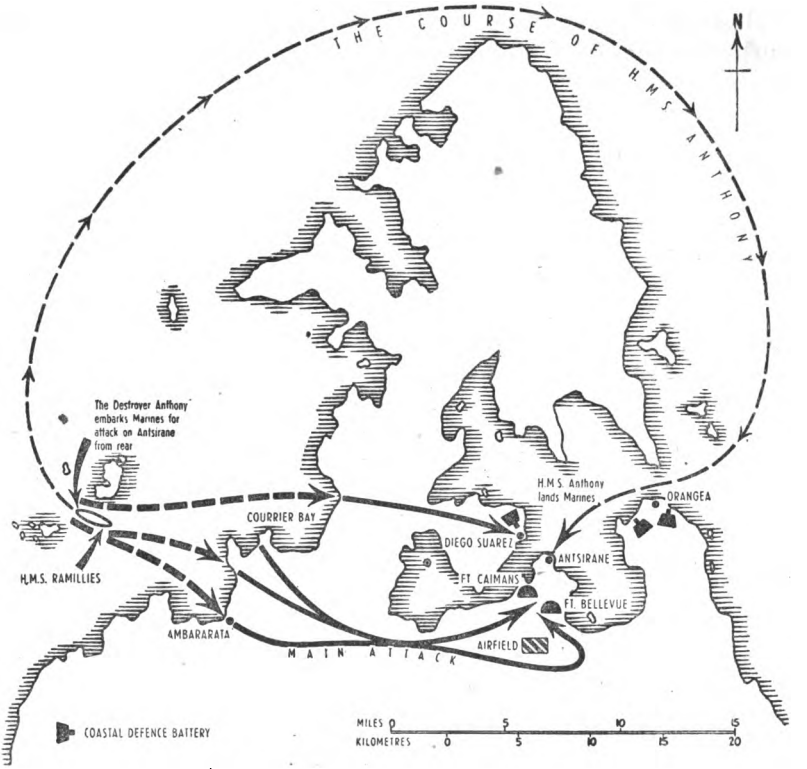


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Hastening to the quarterdeck, Captain Price ordered the Marine bugler to sound the Portsmouth Divisional call, followed by the "Fall In." The Divisional call is an exciting moment for marines afloat, since it is sounded only for the dispatch of a landing party. Then the order was piped "Clear lower deck of Royal Marines. Fall in on the quarterdeck." The strength of the detachment was 160, who manned X turret and the starboard 6-inch battery. Since the Commander-in-Chief might require the main armament to be manned, Captain Price ordered: "Starboard battery to fall in before all," as the men came tumbling aft. This gave him the number required.

Briefly he told them the task. The rig would be fighting order, steel helmets, long khaki trousers (as a protection against mosquitoes) and tropical shirts. The remainder of the detachment would collect the necessary stores and ammunition.

### *The dash in the Anthony*

Within 35 minutes of the time Captain Price had left the Admiral's cabin the marine landing party was ready, and embarked in H.M.S. Anthony, which by that time was alongside. One sergeant, although Second Captain of X Turret, managed to become involved in the landing party. The Admiral's orderly had obtained special permission to go. Lieutenant H. J. Powell was Captain Price's second-in-command.

The Ramillies was oiling off Courrier Bay, on the west coast of the island, but the landing was to be made on the east side, which entailed a passage of 120 miles. The Anthony proceeded at high speed in a choppy sea. At 7.45 p.m. she began to approach the harbour and went to action stations. The harbour was known to be heavily defended and there was every possibility of encountering a minefield at the entrance. The landing party fell in on the forecastle messdeck, one platoon on either side, facing aft, ready to dash out into the waist of the ship when she was past the worst of the fire from the shore batteries.

By this time it was very dark: the moon was not due to rise until after the night assault. The entrance to the harbour was a break in the cliffs, no more than half a mile wide, and the high ground behind prevented the opening being silhouetted against the sky. Lieutenant-Commander Hodges had never seen the coast before. He had to land the marines on time and no one on board but he knew the odds against him. Nevertheless, he found the gap and the calmer water told the landing party they had passed through. Then the shore batteries opened. The Anthony replied with her pom-poms and 4.7s. Crouching in the waist of the ship, the marines could see little, but they heard much. At one moment it seemed as though a battery were firing within a few feet of them.

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"You needn't worry about that," a stoker petty officer told them. "That's ours." It was certainly very loud and very near and those who believed him were reassured by those comfortable words—not knowing that they were quite untrue.

For eight miles across the harbour the Anthony had to run the gauntlet of the shore batteries. Then she approached the jetty. The original plan had been for her to go alongside "port side to," but there was no one ashore to take her wires, and in the darkness she overshot the mark. Word was passed that she would approach starboard side to, but the off-shore wind made this impracticable also. By a feat of magnificent seamanship Lieutenant-Commander Hodges then went slow astern into the jetty. The landing party disembarked from the stern, scrambling over the depth-charges. A couple of light automatics and a French .75 mm. gun helped to drown the cries of anguish as marines' shore-service boots met seamen's toes in the scuffle.

During the disembarkation heavy machine-gun fire was coming from the jetty itself and from the hill behind. Figures were seen moving in the darkness and later the landing party stumbled over the cooking-pots of a section of native troops. While Captain Price was making a quick reconnaissance, Lieutenant Powell superintended the disembarkation and put out a covering force at either end of the jetty.

Once all were ashore, the party set off south through the dockyard. As they moved off, the Anthony steamed out of the harbour again, letting rip from her pom-pom with a belt of tracer six feet above their heads.

"As we left the wharf," wrote Captain Price, "fire was opened upon us, but they were obviously firing at the patter of little feet, which seemed to have grown several sizes larger than usual and to be scooping up all the tin cans and pebbles in the neighbourhood. As soon as we were clear, the nuisance stopped."

### *All objectives taken*

The dockyard was still blazing from the bombing attacks of the Fleet Air Arm earlier in the day. The marines' progress was slow, since the column had to be dispersed to avoid casualties. At length they were confronted by a steep cliff, 100 feet high. There was no path, but they scrambled to the top, only to discover a brick wall, topped by a close-meshed wire fence, blocking the line of advance. Twenty men soon tore a gap. They then found themselves in a large compound full of workshop stores and a collection of goats, pigs and cows. They made their way to an imposing gateway above which a tricolour was flying. A brass plate announced that this was the entrance to the "Direction d'Artillerie." Captain Price decided to make this his base for operations, while Lieutenant Powell took his platoon on to form another strongpoint from which he could create a diversion.

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. The sentry posted at the gate of another building (which turned out to be the Naval Depot) soon challenged the platoon's advance and rifle-fire opened. The marines retaliated with hand-grenades. In a few minutes the inmates came out to surrender, headed by the Commandant of the barracks and a white flag. When Lieutenant Powell had accepted the surrender, the French trumpeter with the Commandant sounded a call. He was immediately overwhelmed by marines. The Commandant explained that he was only sounding "Cease Fire." Apologies were made and accepted.

Looking quickly through the depot, Lieutenant Powell discovered a number of British prisoners of war: three Army officers, 50 other ranks, and the crew of a Swordfish from the Illustrious which had crash-landed on the previous day. He released the prisoners, together with a British agent who was waiting to be shot next day, and armed them with French weapons, thus doubling the strength of the landing party and raising their confidence in what the morning might bring to light.

In the meantime the party outside Artillery Headquarters heard telephone bells ringing furiously within. A search revealed a telephone exchange and a number of French officers, who surrendered without a struggle, feeling, no doubt, that they had done their full duty in warning all positions of the danger in the rear. It was unquestionably this quick flashing of the news which caused the general collapse of the defence, thereby preventing street fighting in the town and saving many lives on both sides. For a time, however, rifle and machine-gun fire was heard on the right flank. Captain Price took this to come from the advanced British troops and sent a section to make contact. Actually, the fire, which soon died down, came from the enemy. The Royal Marine landing party was alone behind the French lines. It had carried out its orders and had turned the French rifles from the southward to the north.

## *"Good lads, good old Marines"*

The Land Force started to come through two hours later, and by dawn all resistance was at an end. Prisoners were pouring into the marines' hands in embarrassing numbers. They eventually managed to palm off 500 of these on the Army "in exchange for something to eat."

The battle for Antsirane was now over. Treaties and agreements were drawn up. H.M.S. Ramillies came steaming into the harbour. But as yet there was no rest for the Royal Marines. One platoon occupied the dockyard to prevent sabotage; the other turned out a guard to a regiment of French artillery which had surrendered with the honours of war. "The atmosphere after the battle was strange," wrote Captain Price. "It was as though we had won a hard game of rugger, and neither side appeared to have any ill-feeling." Night leave was granted to all French prisoners of war.

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It was not until 8 a.m. on the morning of the 7th that the last of the landing party returned to the Ramillies, where they received an enthusiastic welcome from their shipmates. Even then they found that the easy day to which they had been looking forward was not to be, for they were called upon to form a guard of honour for the dignitaries who were to sign the formal treaty of capitulation at the Residency at 10 o'clock. At 9 a.m., fed, shaved, clean, very different from the unkempt and weary body of men who had crawled over the side an hour before, they set off ashore, and headed by their band, marched to the position for the guard.

The conference started at 10 o'clock and ended at 2. The sun was very hot and the guard was very sleepy, having had little or no rest for two nights. But as they returned to the landing stage through the stifling town, with the band echoing and crashing in front, they marched as proudly as if they had been on parade at Eastney Barracks. Some of the watching troops, who were seeing the Corps on parade for the first time, looked in astonishment at their white cap-covers, their red cap-bands, their clean tropical rig, and at the officers with their archaic swords, and wondered why these old-fashioned troops were marching in ceremonial fours. But there were some who knew why General Sturges had chosen them for that honour. One of these was a long-service private soldier, who stood stiffly to attention by the roadside as the guard marched past, and was heard to repeat at intervals:

"Good lads, good old Marines, good lads!"

It was the praise Kipling rated so highly: the praise of the fellow professional.

Rear-Admiral Syfret, in an Order of the Day, described the task entrusted to the Royal Marines as one "requiring supreme self-discipline, courage and unselfish devotion to duty," and declared that they had performed it with complete success. And General Sturges, in a private letter to the Adjutant-General, Royal Marines, mentioning that he thought the chances when they left the ship were "four to one against," said: "Gosh, we were proud of them!" Captain Price received the D.S.O., Lieutenant Powell the D.S.C., one sergeant and two marines the D.S.M. Great credit for the success of the operation must go to Lieutenant-Commander Hodges, who was also awarded the D.S.O. "The Anthony carried out her duty with a stout heart and splendid efficiency," declared Admiral Syfret, and added: "The work of the Anthony and the landing party was worthy of the best traditions of the Royal Navy and the Royal Marines." It was, indeed, a perfect example of the manner in which the two work together, which is the reason why it has been selected for description here from several other gallant landings made by detachments from H.M. ships during the subsequent course of the Madagascar campaign

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## 11. IN DEFENCE OF THE MERCHANT SHIPS

Besides co-operating with land forces, as in Malaya, Burma and Madagascar, the Royal Marines have had many opportunities of giving direct protection to the ships of the Merchant Navy, in addition to manning the guns of the naval forces which cover the passages of important convoys.

For a few weeks after the fall of France, three vessels flying the White Ensign, but manned almost entirely by marines, accompanied the Channel convoys as additional escorts against the E-boats which were becoming an increasing menace in coastal waters. These vessels were Dutch schuytes—fishing boats of about 200 tons—which had escaped from Holland during the occupation. The Admiralty took them over from the Netherlands Government, armed them with pom-poms, 6-pounders, and Hotchkiss guns, and formed them into a flotilla under Commander Sir Geoffrey Congreve, Bt., D.S.O., R.N. The second and third vessels of the flotilla were commanded by Lieutenant D. B. Drysdale and Lieutenant G. J. Bower, who were the first Royal Marine officers to be in charge of ships flying the White Ensign during the present war. Each schuyte had a Skipper, R.N.R., as navigator, and 20 marines to man the armament; also two helmsmen and two enginemen, who were naval ratings.

The flotilla began operations in September 1940, and patrolled in the Channel every night. The Battle of Britain was still in progress, and on more than one occasion the schuytes had to "shape a course between two air raids," as one of the officers put it. Their shallow draught made them immune from torpedo attack (or so it was believed) and they would "button on" to the convoys with the object of attacking any E-boats which came within range. The E-boats kept their distance, however, and thus the flotilla, by accompanying the convoys through the most dangerous areas, gave the merchant ships confidence, and also drove off a number of enemy air attacks. These operations lasted six weeks, after which the flotilla was disbanded, the vessels were put to another use, and the gunners employed elsewhere.

### *Back to the Colours to fight the guns*

Other Royal Marine gunners have been helping to defend merchant ships, whether in convoy or sailing independently, since the beginning of the war. In the early days most of them were pensioners with previous war experience. Some were over 50 years of age. Together with the Royal Fleet Reservists and other naval ratings they made up

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the organization known as D.E.M.S. (Defensively Equipped Merchant Ships). This was subsequently extended to include Army gunners, who formed the Maritime Regiments of the Royal Artillery.

The first of these marines and naval pensioners to serve in merchant vessels were the only trained gunnery ratings on board and consequently they had to assist in training members of the crew to serve and fire the guns, which ranged from 12-pounders to 6-inch, machine-guns being added as they became available. The guns' crews were composed of officers and upper-deck hands, with volunteers from the engine-room. In ships trading to the East some of the Chinese or Lascars were used as ammunition numbers.

The pensioners signed on as deck hands. They fought the guns of every class of ship in the Merchant Navy and of many which flew the flags of the Allied nations. They fought in the Atlantic, in the convoys to Russia and Malta, on passages to and from the Far East, on the Cape route to the Middle East and in the Indian and Pacific Oceans. Many of them saved their ships against the attacks of Axis aircraft and submarines.

Marine H. Calcott was awarded the B.E.M. for his devotion to duty when one of the Elder Dempster Shipping Company's vessels was chased by a U-boat. She was zig-zagging at about 10 knots in clear weather when a large enemy submarine was seen to be pursuing her on the surface at high speed. At about 10,000 yards the U-boat opened fire without a warning shot. The merchant ship used smoke floats, which seemed to hamper the enemy, so that none of the shells reached its mark. When the U-boat was within 7,000 yards range the steamer hoisted her ensign and Marine Calcott opened fire with the 4-inch gun. The third shot detonated on the U-boat. She dived immediately and was not seen again.

This was but one of many instances of submarines being compelled to abandon a chase through the steadfastness of the D.E.M.S. gunners and their crews. For example, while a vessel of the United Merchants Steamship Company was towing to port another which had been put out of action by enemy aircraft, the ships were attacked by a Dornier 17 with bombs and machine-gun fire, but drove it off. The master of the towing ship, in a letter to the Commandant of the Plymouth Division, paid a tribute to "the sterling ability shown by Marine Chedgey, who not only assisted the Chief Officer in our efforts to connect to the damaged ship, but displayed that cool efficient stability and marksmanship which made the enemy's attack abortive. His steadiness and his control of the gun's crew were a credit to the Corps and but for this gallantry I am afraid all our efforts to save the vessel would have failed at the eleventh hour."

Time after time the D.E.M.S. gunners and the crews they have trained have defended their ships by standing to their guns with bombs

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falling around them, never missing the chance of a shot. Often they have damaged and driven off the aircraft, but there have been occasions when the number has been too many for them and they have had their ships sunk under them, firing their guns to the last.

### *With the Channel convoys*

Such was the fate of S.S. Terlings, a vessel of 5,000 tons belonging to Messrs. Lambert Brothers. She was sailing in a coastal convoy of some 30 vessels, with only a trawler escort. Her gunlayer was Marine W. C. Prescott, who had been attendant to King George VI when His Majesty was a midshipman in H.M.S. Cumberland. The crew of her 4-inch gun consisted of English deckhands and Lascar stokers.

As the convoy passed through the Straits of Dover it was shelled by the German batteries on the French coast, without casualties. Off Portland a formation of 38 German dive-bombers came in to attack. They sank two small oilers, then made a concerted attack on the Terlings, dropping over 100 bombs. There were nine direct hits on the engine-room, and three on the bridge. All the engine-room officers were killed and most of the Lascar stokers, also the cook and the two cabin boys. Many others were blown into the sea. Marine Prescott, who was subsequently awarded Lloyd's War Medal for Bravery at Sea, thus described his own part in the raid :

"My gun's crew were all machine-gunned by low-flying aircraft. Mr. Smith, the Third Officer, had a machine-gun bullet through his neck, but carried on as long as he could. Mr. Ludlow, the Chief Officer (now B.E.M. and L.M.), came aft to help man the gun. The bombs had blown the boilers and bottom out of the ship. She started to sink, but the after part of the deck, where the gun was mounted, was still above water.

"The Lascars behaved marvellously. You treat them fair and they'll treat you fair and 'play with you.' Two of them were killed at the gun, others blown off the gun-platform into the sea. I clung to the gun. The Third Officer was at the training wheel and he clung to that, even after he had been wounded. We fired two more rounds after that. The Chief Officer up-loaded. Then the magazine went under water. Our ammunition supply was gone and we had no crew. The Captain shouted from a hatchboard in the sea : 'Come on, Guns, you can do no more bloody good there.' I then dived into the ditch with the Chief and Third Officer, and got hold of a board. She sank as we left her.

"While we were in the water the German aircraft came back and machine-gunned us. They shot the Captain in the back as he lay on the hatchboard. I got a bullet in the thigh. Everyone was wounded somewhere. I was in the water about three hours and was picked up by the destroyer Scimitar."

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These incidents have been selected from many such actions and the names mentioned are but representative of those marines and corporals, sergeants and colour-sergeants, all of them men in middle life, who returned to sea to place their professional skill at the service of the Merchant Navy. A large number of this Old Guard has now been withdrawn from sea service to train the younger generation of naval ratings who are swelling the ranks of D.E.M.S.

### *Winnie and Pooh*

Convoys sailing in home waters have also cause to be grateful to the batteries along the coast. At no point has their support been more effective than that given by the great naval guns, which were mounted near Dover and manned by Royal Marines, as an answer to the long-range batteries across the Straits.

After the occupation of the French coast these German batteries threatened to interfere with "Churchill's Armada," as the convoys sailing through the Straits had come to be called, owing to the Prime Minister's insistence that they must continue to sail the English Channel. To give them protection against the German guns, the Royal Marine Siege Regiment, at the direct instance of Mr. Churchill, began operations at the end of June, 1940. The first gun, a battleship type, was installed in six weeks, and was appropriately called Winnie, after the Prime Minister. The second, named Pooh, by an obvious association of ideas, followed some weeks later.

These gigantic guns, which have a " super-super " charge of cordite, never fire less than 20 miles. At first they were used for counter-battery work when the convoys were passing through the Straits; later they were employed against coastal targets. They were also held in readiness for defensive purposes in the event of invasion. They have been both shelled and bombed, but without damage or serious casualties.

Winnie and Pooh are static guns, but some distance from them are heavy naval guns on railway mountings called by such names as Piecemaker and Sceneshifter, ; their range is approximately the same as that of Winnie and Pooh. They are used mainly for cross-channel counter-battery work, but could cover targets along the English coast.

When the Siege Regiment was first installed the men were mainly Continuous Service marines. These were gradually withdrawn for sea service as new gunners were trained, and to-day all the officers, and the great majority of the men, are drawn from those who are serving for Hostilities Only.

Royal Marines of the same category also man the forts in the Thames Estuary and elsewhere which protect the East Coast shipping from mine laying aircraft. These forts are commissioned as H.M. ships

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and are called after the sands on which they stand. They were constructed so that they could be towed out to the required position, whereon the base was submerged. Each fort consists of two concrete towers, 50 feet high from the base, connected by a steel superstructure on which the anti-aircraft guns and equipment are mounted. Fixed to the base is a landing-stage, made of steel joists. The mess decks are in the towers, with a store-room and magazine below, the ammunition being brought up by lift. The forts are connected by telephone to the shore.

All the armament is manned by Royal Marines under R.N.V.R. officers, with naval ratings for technical duties. The guns and equipment are supplied by the Army, and the forts are in close contact with the R.A.F., thus forming an interesting example of inter-service co-operation. They have accounted for a number of German aircraft.

The Royal Marines also provide their own signallers. There is a story that one rough morning soon after the installation of one of the Thames forts, when the signallers were less proficient than they are now, a destroyer was seen entering the Estuary. A long hoist of flags went up as she approached the fort. Laboriously the marines on duty spelt out the signal. When they had finished, it read:

"And how are the Little Princes in the Tower this morning?"

By the time the Commanding Officer had received it, the destroyer was too far away for him to frame a suitable reply.

## 12. USEFUL MEN TO HAVE ABOUT

The Royal Marines have always shown that they have an aptitude for co-operation with others. They are equally proficient, as Kipling pointed out, at paddling their own canoes; and when there are rapids ahead they shoot them with a cheerful heart.

They are, you might say, useful men to have about a ship; and they are equally useful men to have about ashore. That is why you will come across marines all over the world doing special jobs which require initiative and self-reliance. This is the result of their training in the gentle art of improvisation. They have a genius for it. The Corps teaches them many lessons, and good manners is one of the most abiding. They are trustworthy, efficient, good-humoured, and polite. Thus they are in demand for filling posts where those qualities are needed.

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Many of these men are pensioners. Some join the Royal Marine Police—a force which was started after the last war and is now open to naval reservists and to direct entries from civil life—and are to be seen in H.M. dockyards, guarding naval ammunition dumps, or on duty at naval air stations and other establishments under the White Ensign. Some are on the staffs of Naval Railway Transport Officers, when they invariably lighten the way of harassed seamen who are more at home in a ship than a railway station. One colour-sergeant, who had spent three years at a London terminus, was once asked how he liked his work. "Well, sir," he said, "there's one thing I *have* learnt from it, and that's patience."

The training of the Royal Marines makes them particularly suitable to act as orderlies for special duties abroad. At Madagascar, Major-General Sturges had a corporal and six marines attached to him from H.M.S. Ramillies. Vice-Admiral Sir Harold Burrough had others in personal attendance when he was commanding the Inshore Force during the North African landings. When Lord Beaverbrook went to Moscow in September, 1941, he took three corporals to keep guard over the Confidential Books. And when the Prime Minister attended the Casablanca and Washington Conferences, special parties of Royal Marines accompanied him.

## *Hard months in Malta*

Marines have always been employed as guards and orderlies in naval bases, both at home and abroad. There has, for example, for many years been a detachment stationed at Malta, with its headquarters in H.M.S. St. Angelo (previously H.M.S. Egmont), one of the oldest forts in the island. In peace time the detachment provides the Admiral's orderlies, also signallers, wardens at the detention barracks, and staff for the rifle ranges. After the outbreak of war it was given the duty of manning Lewis gun posts in the naval dockyard. Two of those in H.M.S. St. Angelo were also manned by marines.

High-level bombing began at 7 a.m. on 11th June, 1940, the day Italy declared war, and continued intermittently for several months, but the Italians flew so high that they presented no targets for the marines' close-range weapons. It was not until January, 1941, when the damaged aircraft-carrier Illustrious was in harbour, that the island had its first experience of intensive dive-bombing from the Luftwaffe. The marines were then given two Bofors guns, which were mounted on the Upper Barraca, one of the highest points in the Grand Harbour. By collecting all the available N.C.Os. and signallers, an officer's servant, a boy-bugler, and one of the Admiral's orderlies, it was found possible to muster two guns' crews, and one for reliefs and replacements. The men had never fired a Bofors before, but learnt

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after a week's training under a Royal Artillery instructor. This self-constituted battery remained under the Senior Officer of the detachment, Captain F. F. Clark, and operated as an independent unit.

The guns fired for the first time on 4th February. Usually it was not possible to estimate the success of an individual gun owing to the number firing from the concentrated harbour defences, but in the early hours of 28th February the battery claimed its first definite victim: a minelayer, believed to be a Ju.88, was hit, and was last seen diving steeply and clearing the breakwater by only a few feet.

Throughout 1941 and until May, 1942, the raids continued with varying intensity. April, 1942, was the worst month, when there were three raids a day with unfailing regularity: at breakfast, at rum-time (the hour had to be altered) and at 5.30 p.m., delivered by 60 bombers or more, escorted by swarms of fighters. These aircraft were nearly always German; when the Italians took part the German fighters came behind, as though driving their allies into action. The R.A.F. fighters were completely outnumbered, and in spite of their valiant efforts against overwhelming odds the main weight of the enemy's attack fell on the anti-aircraft batteries. "The gunners had to sit down and take it, as well as hand it out," wrote Captain Clark.

The last heavy day raid was on 10th May, by which time there was an acute shortage of ammunition, so that instead of firing 400 rounds a day the Royal Marine battery could use only 15, firing with one gun—which, nevertheless, shot down a Ju.88 into Dockyard Creek. But on that day the island had air superiority for the first time: 80 Spitfires, which destroyed 16 enemy aircraft. One of these, a Cant, broke into so many pieces that the marines described it as a leaflet raid. "It was worth a couple of guineas a minute to watch," they said. This was the turning point of Malta's long battle with the Luftwaffe and was the last occasion on which the Royal Marine anti-aircraft battery was in action. It could hardly have had a more successful climax.

With the coming of the Spitfires and the arrival of more ammunition, the raids decreased in violence, and on 20th May the marines turned over their Bofors guns to the Army. A ceremonial parade was held, when Vice-Admiral Sir Ralph Leatham addressed them, and the guns' crews, who had provided the guard for the occasion, marched away to the strains of "A Life on the Ocean Wave," played by a band of the Royal Malta Artillery.

During those hard months of conflict the Royal Marines had had surprisingly few casualties, although their sergeants' mess was twice demolished and the fort received over 60 hits from bombs of all calibres. Near-misses in the adjacent creeks were too numerous to record, even in one day's activities; on one occasion a Bofors gun-pit, 120 feet above sea level, was put out of action by the mud and water from a bomb which fell in the harbour.

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In all, the Royal Marine battery destroyed or damaged 50 Axis aircraft. Captain Clark was awarded the D.S.C. and bar ; his battery won four D.S.Ms. and five mentions in despatches.

## 13. FLYING FOR THE FLEET

During the Battle of Malta, Royal Marine pilots in the Swordfish and Albacore squadrons based in the island played a notable part in attacking Axis shipping in the Mediterranean. It was no innovation for them to fly with the Fleet Air Arm, for the Corps had provided the Fleet with a number of pilots since the inception of naval flying.

Lieutenant E. L. Gerrard, R.M.L.I., was one of the first four officers to be trained as a naval pilot at the Royal Aero Club's airfield at Eastchurch in 1911. When the Royal Flying Corps was established in the following year more Royal Marine officers were trained for duty with the Naval Wing, and on the outbreak of war in 1914, by which time the Royal Naval Air Service was in being, 12 had qualified as pilots. Many more joined during the war ; others served as observers, and Royal Marine N.C.Os. assisted in training recruits in the elements of drill and discipline. Lieutenant Gerrard won the D.S.O., and Captain R. Gordon, R.M.L.I., the second officer to qualify, distinguished himself in the destruction of the Königsberg in East Africa and at the Battle of Ctesiphon in Mesopotamia. He was awarded the C.M.G., and both he and Lieutenant Gerrard retired as Air Commodores in the R.A.F.

In the present war the Royal Marine pilots of the Fleet Air Arm have maintained the high tradition of their predecessors. Lieutenant G. B. K. Griffiths was one of the first three pilots to bomb an enemy submarine, the U-30, which had attacked S.S. Fanad Head in the North Atlantic on 14th September, 1939.

### *"They came like lambs"*

During the Norwegian campaign other Royal Marine pilots from the Ark Royal performed excellent service. Captain E. D. McIver, who took part in a raid on shipping in Bergen harbour on 14th April, 1940, followed his leader in to the attack and dropped his bombs with great skill in spite of the appalling weather. He, failed to return. Captain N. R. M. Skene won the D.S.C. for leading a Swordfish squadron in two bombing attacks on Vaernes airfield at Trondheim and destroyed three hangars in the face of intense anti-aircraft fire.

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On 27th April Captain R. T. Partridge, flying a Skua, shot down a Heinkel 111 while on patrol in the Aandalsnes area and soon afterwards was himself forced to land in four feet of snow, owing to engine trouble. Having destroyed the Skua, Captain Partridge and his observer, Lieutenant R. S. Bostock, R.N., sought shelter in a hut nearby. While they were investigating inside they heard a whistle, and on looking out saw three of the crew from the Heinkel they had shot down ; it transpired later that the rear gunner had been killed during the attack. They were all armed with revolvers and knives.

For a few moments the two parties stood looking at one another in silence. To the British airmen the situation appeared unpromising. They had no weapons of any kind. At length Captain Partridge stepped forward and said to the Germans: "You come in here." There was a slight pause. Then "in they came like lambs—to our great relief," as Lieutenant Bostock said afterwards. Once they were inside the hut Captain Partridge continued to take charge, making himself understood in a mixture of English and indifferent German. Eventually he informed the Germans that they were to spend the night in the hut, and that he and Lieutenant Bostock would sleep in an hotel which could be seen at the bottom of the hill. The Germans might join up again in the morning, he said.

The hotel proved to be deserted. Early next morning Partridge and Bostock were preparing breakfast from some porridge they had found, when the German reappeared, saying: "We have come as you told us, please." There was nothing for it but to ask them to share the breakfast: they still had their arms.

After breakfast Partridge announced that he was going to explore the country in the neighbourhood of the hotel. The Heinkel's navigator offered to go with him. Bostock stayed in the hotel to keep an eye on the remaining two Germans. Soon after leaving, the two explorers ran into a Norwegian ski patrol. On being challenged, the German navigator's hand went to his revolver. A rifle shot rang out and he fell dead on the snow.

The others emerged from the hotel. The Norwegians kept them covered, while Partridge tried to convince them that he and Bostock were English, without much success until Bostock, in a moment of inspiration, pointed to the tailor's label inside his monkey-jacket, saying: "Look, Gieves, London." The head of King George V on a half-crown produced by Partridge clinched the matter, and it then appeared that the English-speaking leader of the patrol had a brother-in-law serving in H.M.S. Glorious, who was a close friend of Partridge's.

The Germans were less fortunate. The patrol marched them off, protesting, to French Headquarters. Partridge and Bostock, after an abortive attempt on skis lent by the Norwegians, made their way

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**The Last Inspection.** A few hours later, these marines landed to fight in Sicily, the first sea-borne troops ashore. It was their duty to destroy coastal defences. Below, a marine makes sure that his machine-gun will be in perfect order.

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**The Landing Party Returns.** These are marines come straight from battle. They have taken the defences at Antsirane, Madagascar, in the rear on the night of 6th May, 1942, and the position has fallen. The picket boat is returning them, their mission completed, to their battleship, the Ramillies.

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**"A Sandy Bay in Southern Sicily."** This air photograph shows the point of first assault in the invasion of Italy. Advancing from Commando Cove, the first Marine Commando moved east to destroy strong-points, especially Casa della Marza, that might threaten the Canadian landings. The second moved west towards Solarino. At sunrise on 10th July the area between Solarino and Punta Castellazzo was in the hands of the Commandos, and patrols were pushing inland along the road to Spaccoforno.

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to Aandalsnes, which they reached just before the evacuation. For his "initiative and resource" Captain Partridge was awarded the D.S.O.—the first decoration to be won by the Corps in the present war. He was taken prisoner during a raid which the Ark Royal's Skuas made on the Scharnhorst in Trondheim harbour, the last raid of the campaign.

Another Royal Marine pilot, Captain W. H. N. Martin, led a squadron attack on a railway line east of Narvik on 9th May. This is his account of the raid, broadcast to the ship's company of the Ark Royal:

"When we arrived at a point near Narvik we were greatly encouraged to see one of our fighter patrols overhead. We split up into two sections and proceeded independently to our pre-arranged targets. Captain Skene's section went up to a large railway bridge near the Swedish border and each aircraft carried out two attacks on this objective and on a tunnel nearby. One pilot obtained two magnificent hits right in the middle of the track on the bridge and then Captain Skene placed a salvo into the mouth of the tunnel. My section went to a place called Hunddallen, where we were greeted by the pleasing sight of a train standing in the railway station. This we attacked, and I managed to hit the train with a 250-lb. bomb. It caught fire and the front half overturned. We were greeted with flak and machine-gun fire, but although two aircraft were hit, there was no damage to personnel."

Since those early days, pilots of the Royal Marines have flown with no less gallantry, both from the decks of aircraft-carriers and from shore bases. One took part in the Battle of Taranto and was awarded the D.S.C. The same officer, Captain Oliver Patch, won the D.S.O. for leading a sub-flight of Swordfish in an attack on the Italian warships in Bomba Bay, on the Libyan coast, when he himself torpedoed a submarine and the remaining two aircraft accounted for another submarine, a destroyer, and a depot-ship. This "brilliantly conceived and most gallantly executed attack," as Admiral Sir Andrew Cunningham described it, is related in the official publication "Fleet Air Arm": it is enough to say here that the sinking of four warships with three torpedoes is a feat which is unlikely to be surpassed in naval air warfare.

### *Albacores in the desert*

Royal Marine pilots have also been decorated for destroying enemy bombers and shadowers during the passage of the great convoys to Malta, and from June to November, 1942, Major A. C. Newson commanded an Albacore squadron which co-operated with the R.A.F. and the Eighth Army in Egypt and the Western Desert. The squadron's work consisted mainly in finding and illuminating front-line targets for the R.A.F. bombers, and for its own dive-bombing attacks. It

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was also employed for minelaying, raids on enemy-occupied harbours, attacks on ships at sea, and spotting for the many coastal bombardments made by the Mediterranean Fleet in support of the troops ashore. Throughout this period Major Newson and his comrades shared the difficulties and dangers of operations conducted from temporary landing grounds in the desert, advancing and retiring according to the fortunes of war. From June until August (when the Eighth Army halted the enemy's advance at El Alamein) the 12 Albacores of the squadron made no less than 370 operational sorties, and their activities continued with equal intensity when General Montgomery attacked in October.

On one occasion Major Newson was piloting one of three aircraft engaged in spotting for a night bombardment of Mersa Matruh harbour by two 6-inch cruisers. On his way to the target his engine started to overheat. The bombardment was due to start in half an hour, and it soon became apparent that he would either have to return to his base or jettison some of his load to gain the necessary height for spotting. Rather than go back, he decided to throw out the two long-range petrol tanks and his illuminating flares. He was thus able to gain the required height and carried out the duty assigned to him, in the face of heavy flak, with a slowly-failing engine. The ensuing bombardment was successful, and for his part in the action Major Newson was awarded the D.S.C.

Later his squadron moved to Malta, where it shared in the task of harassing the enemy's seaborne lines of communication from Italy to Tripoli and Tunisia. On one night alone four of the Albacores sank or seriously damaged two merchant ships and a destroyer with three torpedoes.

At the beginning of the final phase of the operations in North Africa, the landings at Oran and Algiers, in November, 1942, a specially-trained fighter squadron of six Fulmars from H.M.S. Victorious, led by Captain R. C. Hay, D.S.C., performed most valuable work in Army Co-operation reconnaissance. They reconnoitred the roads leading to Algiers, photographed bridges and airfields, and often made personal contact with the troops by landing near them.

Besides fighters and torpedo-bombers, Royal Marine pilots also fly the Walrus amphibians, whose chief duty is reconnaissance and anti-submarine patrol. Once, when a merchant ship had been torpedoed 100 miles off the West Coast of Africa, a Walrus piloted by Captain V. B. G. Cheesman, from H.M.S. Albatross, was on the scene in ten minutes. Having counter-attacked the submarine with depth-charges, Captain Cheesman landed near the survivors from the sunken ship. For hours he taxied to and fro, encouraging the men in the water, formed them into groups for greater ease of rescue, and actually towed some of the ship's boats to within their reach. More than once

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he stopped his engine to jump overboard and go to the assistance of a wounded man.

Meanwhile, the sea had risen, until it was too high for the Walrus to take off again, and it had to remain with the boats. After many hours rescue vessels arrived. When all the survivors had been embarked, the Walrus was taken in tow and after an all-night passage reached the shelter of land. The tow was cast off. Captain Cheesman started up his engine and taxied into harbour alongside his parent ship undamaged. He was awarded the M.B.E.

Thus do the Royal Marine pilots serve the Fleet with their comrades afloat and ashore. Their numbers have been small, but their services have been so outstanding that the Corps might well hold itself to be entitled to add two words to its motto : *Per Cœlum*—By Air.

## 14. THE SPECIAL SERVICE BRIGADES

Unlike most of the marines whose activities have so far been described in this book, the men of the Royal Marine Special Service Brigades are not normally called upon to serve afloat. They are almost entirely recruited for Hostilities Only and wear khaki, with the blue and red flash "Royal Marines" on the shoulders of their tunics or battledress.

In October, 1939, it was decided to form the first Royal Marine Brigade, which was to be an amphibious unit at the disposal of the Joint Chiefs of Staff Sub-Committee. The function of the Brigade was thus appropriate to the Corps, and it differed from that of a Royal Marine landing party only in strength and in the fact that it was designed to operate from a land base instead of from a warship.

After Dunkirk, this Brigade was one of the few nearly equipped formations of its size ready to defend the English coast. Later, it sailed on the Dakar expedition, but did not land on French soil. It was then decided to expand this force into a Division with similar functions. Two more Brigades were formed and a battalion of the Argyll and Sutherland Highlanders was attached. The third Brigade was eventually amalgamated with the first and second ; certain units were sent to the Middle East and ultimately landed in Sicily with the Eighth Army ; one company was detached for special duties in the Western Desert, including the ground defence of naval airfields and desert patrols with the French Foreign Legion.

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## *With the functions of Commandos*

With the growing need of forces for amphibious operations, the Royal Marine Division has recently been reorganized as two Special Service Brigades, with the functions of Commandos and with their own complement of landing craft entirely manned by Royal Marines. They are available as an assault force to land on enemy territory and establish a bridgehead through which the main body of the army would advance, or again, their self-contained units might deliver a series of rapier-like thrusts at the enemy's defence overseas.

These Brigades are under the operational control of the Chief of Combined Operations, but are paid by the Admiralty. Like all Royal Marine forces ashore, they are under the Army Act. Although their training is mainly military, the troops are not allowed to forget that they are members of the Corps whose traditions are interwoven with those of the Royal Navy. They are encouraged to use sea terms and are taught something of seamanship. The psychological affect upon the men is remarkable, and when they go afloat they feel that they are not strangers to the custom and usage of the sea, for, as one of their Brigadiers has said, their training has taught them "not to see a lion lurking in every corner of the ship."

This education begins as soon as they join as new entries at the Royal Marine Training Depot, where they receive six weeks' preliminary training. The Depot is situated in a lovely part of Devon, and has a good parade ground, well-built huts, canteens, and a cinema. There is also a band, composed entirely of pensioners. One recruit, writing home, described it as "a holiday camp—except for a few N.C.Os." Some of the new entries are disappointed to find that they are unlikely to go afloat, but soon become content to serve the Corps, of which they so quickly learn to be proud, in the capacity it needs them. At the end of a recruits' course the Adjutant asked one of the men who had passed out what had impressed him most. He replied that it had been the complete change of attitude in those recruits who, on first joining, had been irked by the discipline imposed. After the first week they had ceased to "moan" and by the time they were ready to pass out they had completely identified themselves with the Corps and took as much pride in it as a colour-sergeant. The Commandant of the Depot is fond of repeating a conversation overheard between two passed-out recruits who were watching some new entries arrive. "Blimey, Bill," said one, "to think that *we* looked like that once!"

There could be no higher tribute to the work of the Royal Marine instructors, many of them pensioners, who, besides instilling into the recruits the elements of drill and discipline, also pass on to the younger generation the tradition and high spirit of the Royals.

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The recruits pass on from the Depot to another camp, also in Devon, where they receive instruction in platoon weapons, assault training, fieldcraft and battle-drill. The course ends with a 36 hours' tactical exercise in the country. Recruits who have been noted as potential officers at the Depot are followed up during this training ; those selected go before a Board and after a small-arms course pass on to the Royal Marine Military School. Marines selected for corporals, and corporals selected for sergeants, have a six-weeks' course at the Deal Depot, where latent qualities of leadership are developed. Here again, potential officers are noted. Recruits who have technical qualifications are given a trade test at Fort Cumberland and if successful receive further training.

In this way the organization makes the best use of every man and sends out a continual flow of trained marines to serve the land forces of the Corps, including its latest commitment, a Force which is responsible for the ground defences of the Royal Naval Air Stations at home and abroad.

### *Surprise was complete*

A Royal Marine unit sent to the Middle East proved itself in the highly successful raid made on the wireless station at Kupho Nisi, a small island off the south-eastern coast of Crete, on the night of 15th April, 1942.

The raiding force, consisting of three officers and about 100 other ranks, led by Lieutenant-Colonel E. H. M. Unwin, embarked in H.M.S. Kelvin and arrived off the landing beaches at midnight. The weather was ideal : a calm sea and bright starlight. The two arms of the bay stood out clearly as the force went ashore in the Kelvin's boats. Surprise was complete. The landing was unopposed. A party was left to cover the boats ; another took up a position on some high ground near the beach to intercept reinforcements or to cut off the enemy fleeing from the station.

Four minutes after the assault platoon, under Lieutenant T. B. Heslop, had moved off, a machine-gun opened fire 300 yards ahead. Lieutenant Heslop, with the object of outflanking the gun and obtaining a view of the objective, led the way to the summit of a rocky hill, then pressed on towards the station. There was no track and the ground was rough. During the approach the enemy opened fire again with a machine-gun and a few rifles. The fire was returned and silenced. Colonel Unwin, taking a Bren gunner, occupied a sandbagged emplacement on the left flank from which fire had been directed on the assault troops. It had a commanding position and, resolutely handled, might have jeopardised the raid, but the enemy had evacuated it.

The assault platoon reached the southern side of the station, opened fire on the windows, then raised a cheer and charged the building.

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Colonel Unwin closed the west side, followed by three marines. Grenades were thrown through the windows and the marines then forced an entrance—to find the station deserted. The garrison had escaped by a door on the east side. Some paraffin lamps were still alight. Opened boxes of hand-grenades and ammunition were lying partially emptied. The wireless apparatus had been damaged by the marines' grenades. Its destruction was completed. A large steel safe was removed and carried back to the boats, also two suitcases containing books and papers, and a mailbag of correspondence. Rifles were smashed and boxes of grenades and ammunition were placed in a heap and blown up when the Force was clear. This caused a tremendous explosion, which blew Colonel Unwin off his feet. The occupation had been made at the cost of only three casualties, caused by a bomb thrown from the roof by the last of the defenders, who had made off in the darkness. Surgeon-Lieutenant M. McRitchie, R.N.V.R., found the wounded men and attended to them.

Meanwhile, the reserve platoon, under Lieutenant H. H. Dyall, had moved forward to a pre-arranged position astride the track leading from the station. Voices calling in Italian were heard coming from what appeared to be a beacon fire a few hundred yards to the northward. The section sent to investigate discovered a small concrete structure, possibly an air-raid shelter. Having thrown grenades into the entrance, the section closed the place. In the entrance they found a large heap of inflammable material, which seemed to have been previously prepared and was now burning fiercely. More voices were heard, some swearing in German, from a party moving in the direction of the village. Owing to the rigid time-limit imposed by the operation, it was not possible to go in pursuit, and the section rejoined the platoon to cover the withdrawal to the beach.

Carrying the stretchers over the rocks and down the precipitous hills proved a formidable task and the bearers finally had to take the wounded men in their arms. But the enemy made no attempt to follow and the raiding force re-embarked in the boats without further casualties. The only disappointment was that the one prisoner taken—a fine pig—effected his escape after a stiff struggle on the way back to the beach.

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## 15. THE ROYAL MARINES AT DIEPPE

The raid on Kupho Nisi, although not carried out by a Commando, closely resembled a Commando operation. That is to say, it was the type of perilous enterprise which the Royal Marines have been called upon to perform for the past 300 years ; for although the term Commando is new to the general public and, until the present war, its role was an unusual one for the British Army, the Corps has long been familiar with its functions.

Pending the reorganization of the Army after the evacuation of Dunkirk, the War Cabinet made plans to maintain a limited offensive in order to harass the enemy on the occupied coasts of Northern Europe from Norway to France. For this purpose small units, known as Independent Companies, were formed, and employed for minor raids and reconnaissances. All the officers and men were volunteers.

Such raids were the very tasks for which the Royals had always been held in readiness, either in ships or at land bases. Their organization and training had been dedicated to that end. At the time when the need of these small units arose, however, the only Royal Marine assault force not afloat in H.M. ships was the Brigade which was being held as an amphibious force to meet an emergency which was expected to arise at any moment. It would have been impossible for the Corps to have undertaken the formation of small raiding parties without breaking up the Brigade, and since the detachments afloat could not be withdrawn without depriving the ships of trained gunners, the independent units were drawn from the Army.

These Army Commandos, as they came to be called, increased so fast that it became necessary to administer them under a separate headquarters known as the Special Service Brigade. This was an entirely military organization, under the control first of Lieutenant-General (now General Sir) Alan Bourne, then Adjutant-General, Royal Marines, and later of Admiral of the Fleet Sir Roger (now Lord) Keyes. Eventually the Special Service Brigade developed into the organization known as Combined Operations Command, under Vice-Admiral Lord Louis Mountbatten, the forces employed being drawn from the Royal Navy, the Royal Marines, the Army and the Royal Air Force.

Early in 1942, however, before Combined Operations Command came into being, plans were made for the inception of a small raiding force which could be held at the disposal of a naval Commander-in-Chief. It was to be carried in H.M. ships or kept in readiness at a naval base. It was to be known as the Royal Marine Commando, but was not to form part of the Special Service Brigade. The advantage

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of using marines for such a purpose was that they were trained in boat-work and were used to the sea. Members of the Corps who were good shots and not liable to sea-sickness were accordingly invited to volunteer for "special service of a hazardous nature." That official phrase, which discloses so little but suggests so much, proved sufficient inducement, and a force some 450 strong was selected from the numerous applicants, about equally divided between men enlisted for Continuous Service and for Hostilities Only.

The Royal Marine Commando was originally allotted a special mission against the Japanese lines of communication in the Pacific under the American Naval Commander-in-Chief in Far Eastern waters. By the time it was fully trained, however, developments in the Far East led the Admiralty to believe that the plan was no longer feasible, and it was then decided to use the Commando in the Dieppe Raid.

## *"With a courage terrible to see"*

It was first given a purely naval role: to seize the coastal craft and barges in Dieppe harbour and sail them back to England. Untoward events made a change of plan necessary in the initial stages of the raid, and the Commando was then detailed to land on White Beach, the centre of the assault, and reinforce the Royal Hamilton Light Infantry. This operation has been described in full in another official publication, "Combined Operations," including the story of how Sergeant T. J. Badlan, R.M., of the Beach Provost Party, won the D.S.M. by taking charge of a landing craft when all the crew had been killed or wounded. Although, to quote the official report, "'With a courage terrible to see,' the Marines went in to land determined, if fortune so wished, to repeat at Dieppe what their fathers had accomplished at Zeebrugge," the Commando did not achieve its object and suffered heavy casualties, including the loss of its gallant Commanding Officer, Lieutenant-Colonel J. P. Phillipps, who, by putting on a pair of white gloves so that his hands could be more easily seen while he was directing the movements of the landing craft, saved 200 of his men from entering a field of fire which must have proved mortal to many of them.

After the Dieppe Raid the Royal Marine Commando was reinforced and a second was formed, the nucleus being provided by three companies from a battalion of the Royal Marine Division. These units, each some 500 strong, came under the operational control of the Chief of Combined Operations, who, as a naval officer, had a high appreciation of the value of marines for amphibious operations.

Each Royal Marine Commando consists of a headquarters and six troops. The troop commanders are relieved of as much administrative work as possible. "They have nothing to do bar fighting," as one of the adjutants observed. The Commando is entirely self-supporting,

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with its own cooks, butchers, shoemakers, blacksmiths, motor mechanics, carpenters, armourers and equipment repairers. Normally these specialists are at Base Headquarters, but all are fighting men. There is also a proportion of officers and other ranks who are trained parachutists ; and here it is fitting to mention that a Royal Marine officer, Lieutenant-Colonel R. G. Parks-Smith, who was mortally wounded at Dieppe while in command of the Beach Provost Party, was one of the pioneers of parachute descents in the present war.

The average age of the men in the Royal Marine Commandos is between 23 and 24 ; and over 90 per cent are now those enlisted for Hostilities Only. They have no service rations or service quarters, but are paid a special allowance which covers billeting and food, so that they may be entirely mobile. In the field they carry composite rations. They wear khaki, with the "Royal Marine Commando" flash on their shoulders, and green berets with the Globe and Laurel badge. Their training, which is similar to that of the Army Commandos, makes them tough, but toughness is discouraged when they are off duty. Their officers make it clear that their fighting qualities are expected to be apparent only in the field. As in the other units of the Royals which serve ashore, the use of sea terms is encouraged and is readily accepted by the men. Once again, this has a psychological effect. As members of a Corps which has its roots in the Royal Navy, they feel it a point of honour not to be sea-sick when they go afloat, in however small a craft.

There are other officers and men, both from Royal Marine Commandos and acting independently, who have shown conspicuous gallantry in the special services for which they have volunteered. Their activities are still secret and likely to remain so until the war is over. At present it is but possible to give an indication of the hazardous enterprises on which they embark, working alone or in small companies, unsupported by any covering force, but relying upon their own initiative, their own sharp wits, and their high courage, to bring them through.

## *The "winkle barges" at Dieppe*

Closely associated with the Commandos, and operating under Combined Operations Command, are the landing craft whose armament is entirely manned by Royal Marines. Their task is to accompany the first flight of a landing force, to close the beach, and to destroy at close range the enemy's forward positions and lighter guns. Behind them come the assault craft carrying the infantry, followed by the tanks, and then by the landing craft flak, which put up a close-range barrage over the whole party. Other craft are available to tackle the defences in rear, or any targets which prove too formidable for the support craft. Then come the barges with the main body of the

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infantry, and other barges with heavier armament, the cruisers and battleships covering the invading force off shore.

Each support craft is commanded by a Sub-Lieutenant, R.N.V.R., with an engineman and four ratings. The armament, which may be a 2-pounder and an Oerlikon, is manned by a corporal and six or seven sea-service marines, enlisted for Hostilities Only. They have their initial training at the Portsmouth Division and proceed for further instruction in handling their craft to a one-time seaside holiday camp, where they come under the control of Combined Operations Command.

The landing craft flak carry an R.N.V.R. officer as navigator, also engineer and deck ratings, and two Royal Marine officers and some 45 marines, who man the armament. These flakships, or "winkle barges," as they are affectionately called, went into action for the first time at Dieppe, where they proved their worth by covering the assault landing craft and "buzzing up and down the beaches," as one of their officers described it, giving close-range fire to the troops as they landed or after they were ashore by shelling pill-boxes and machine-gun nests. They destroyed a number of German aircraft, one alone accounting for no less than eight. This is a description by the officer commanding the Royal Marine detachment which shot down the flakships' first victim:

"At 0700 we received orders to proceed at once to White Beach, and give close support to our troops who were being held up by two white houses. As we moved up we received our first attack—two Me.109s in line ahead, flying directly in from the stern. The attack being at low level, only the two bridge Oerlikons could bear. When the leading Messerschmitt was about 800 yards astern, the starboard gun opened fire, the other gun taking on the second aircarft. The effect was electrical. The very first burst scored direct hits on the leading Messerschmitt and it just evaporated. One minute an aircraft, the next minute a high black cloud and hundreds of small bits. The second aircraft was also hit, climbed steeply, and passing slightly to our starboard was engaged by the for'ard Oerlikons and starboard pom-poms. It was severely hit, but disappeared into the thick smoke before we saw it crash. The whole action only lasted a few seconds, and then pandemonium broke out on board. The guns' crews were cheering madly and dancing around shaking hands, slapping each other on the back—in fact, the action was temporarily forgotten. It was the first time we had ever fired against enemy aircraft and we had one certainty and one probable."

Another flakship, having shot down two Ju.88s, came out of a smoke-screen 400 yards from one of the beaches to be attacked by heavy machine-gun fire from the shore and by nine German fighters flying low in close formation.

"It was a most unnerving moment," wrote the Royal Marine officer

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in command, "to see the tracer coming straight at you: it appeared to come so slowly and yet went past so fast. But the guns' crews stood up to it magnificently and let go right into the middle of them, and although I did not see one crash they could not face our barrage and broke off in all directions."

During the raid, and after the troops had been withdrawn, the flakships picked up a number of survivors from the water, many of them wounded. Some were from the Royal Marine Commando. "One marine still had his Bren gun," wrote the officer first quoted, "and he was no sooner on board than he demanded oil and flannel, and lighting a cigarette began to clean his Bren."

The Dieppe Raid was but a preparation for invasion, and both the flakships and the more lightly-armed support craft were employed in the first landings in Sicily, where they gave a good account of themselves, the support craft going right in to the beaches with the first flights of the assault troops. The numbers of these craft are increasing fast, and as the invasion of Europe progresses more will be heard of their activities. The initial success for landing on enemy territory may well depend upon the efficiency and initiative of these corporals and their gun-crews of marines, and no greater compliment could have been paid the Corps than to entrust them with the great responsibility they bear.

## 16. SPEARHEAD OF INVASION: THE MARINES IN SICILY

For many months before the invasion of Europe began, the Chief of Combined Operations had, in the two Royal Marine Commandos, a weapon waiting to be used when and where its striking power would be most effective. He was like an archer with a bow whose string had never been fully extended; but the arrows had been skilfully fashioned and were ready in the quiver. The target was known only to himself and to others of the Higher Command. Those in the Commandos did not know it until after they had embarked in troopships at the end of June, 1943, and found themselves steaming in convoy to the southward.

Then, and not till then, did they learn the meaning of the operation they had been rehearsing in Scotland for many weeks, and the end of speculation came with the announcement that their destination was a sandy bay in southern Sicily. Their task was to assault and silence the

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coastal defences of the main beaches before the 1st Canadian Division was put ashore. No mission could have been more fitting for Royal Marines. It had been assigned to them by one who was not unmindful of the high achievements of their Corps.

Once the secret had been revealed, maps and air photographs of coastline were minutely studied. Every detail of each troop's task was reviewed in the light of the latest intelligence reports. There was the narrow beach—Commando Cove, they called it—in the most southerly tip of the island, backed by low cliffs midway between two headlands, Punta Ciriga on the west and Punta Castellazzo on the east. One Commando, led by Lieutenant-Colonel B. J. D. Lumsden, would land first and scale the cliffs. The leading troop would mop up enemy resistance on the top and form a bridgehead behind which the main party would organize before pushing forward. The remaining troops would move off to the right, clearing machine-gun nests and pill-boxes along the cliff and assaulting the enemy's posts on and behind Punta Castellazzo which might prove an obstacle to the Canadians' landings. Finally, they would destroy what appeared to be a formidable strong-point which covered the western end of the main landing beach, and would make contact with the Canadians.

The second Commando, led by Lieutenant-Colonel J. C. Manners, was to land in the same cove ten minutes after the first, pass through the bridgehead and move to the left, attacking the coastal defences as far as the village of Solarino, a mile and a half on the west. Once the coast had been cleared, both Commandos would consolidate their positions and hold the left flank of the Canadian beach perimeter. Alternative plans were made in case a landing in Commando Cove proved impracticable, or the ship carrying one of the Commandos should be sunk, when either would be prepared to take on all the tasks allotted to both.

These plans were explained to every marine who would be taking part in the operation. Each man knew exactly what he had to do. All expected resolute opposition and were prepared to overcome it. Nothing was left to chance.

### *On the night of 9th July . . .*

On the night of 9th July, the great invasion fleet drew under the lee of the Sicilian coast. There had been a stiff gale earlier in the day and the sea had been running so high that at one time it seemed doubtful whether the landings would be possible. After sunset the wind dropped, leaving a heavy swell.

The night was clear ; the moon in the first quarter. At midnight, when the troopships were lying some eight miles off the coast, the Commandos embarked in their landing craft. The flotilla formed in two columns and headed for the shore.

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As the moon went down, a new light sprang up on the horizon: flares which the R.A.F. were dropping over Pachino, the town north-east of the beaches. Their brightness silhouetted the coastline ahead. Then followed the flash and thud of bombs. The R.A.F. had undertaken to light up Pachino for the assault troops. They were keeping their promise.

The flat, black assault craft drove swiftly forward, leaving a luminous wake on the dark water. Engine trouble compelled one of them to turn back, with half a troop of Colonel Lumsden's Commando almost weeping with enraged disappointment. The following seas threw up the sterns of the remaining craft and caused their square ramps for'ard to dip perilously low. Spray drenched the tightly-packed marines in the well-decks. The craft began to ship a good deal of water. One took two heavy seas over her ramp. The steel doors for'ard were burst open and the water went pouring aft. The well-deck began to fill alarmingly. Some of the marines clambered on to the gunwales and the flat top of the engine-room so that their comrades might have room to work the hand-pump and bale with their steel helmets. Nevertheless, the water continued to rise slowly, until it was knee-deep.

By the time the flotilla had closed the coast the high seas had thrown it somewhat off its course. Steaming barely 200 yards from the shore, the assault craft skirted the cliffs for nearly a mile, searching in the darkness for Commando Cove. This was the tensest moment. Would they find the beach before they were seen? Or were the enemy watching their advance, ready to open fire? Support craft astern of the flotilla were prepared to give cover, but held their fire in the hope that surprise would be achieved.

The flotilla steamed on, expecting at any moment to be shelled by the coastal batteries. Suddenly there was a report and a gunflash from the cliff. Instinctively every marine ducked his head. But it was an anti-aircraft gun engaging the R.A.F. bombers overhead. Then the flotilla turned into the dark embraces of Commando Cove and deployed into line abreast for the final dash to the beach, apparently still undetected.

While the flotilla was racing inshore a solitary machine-gun opened with a short burst, then was silent. The assault craft sped on. As they grounded, the same gun fired a second hesitant burst. Silent and unhurried, the marines of Colonel Lumsden's Commando jumped from the ramps into the waist-deep sea and began to wade ashore, holding up their weapons, each with his allotted load. Some carried ammunition, some equipment, others cans of drinking water.

As the dark mass of men were struggling through the gleaming surf the machine-gun on the cliff was strangely silent. Not a shot came from the positions known to be on Punta Castellazzo, the eastern headland. Beyond the sandy beach, instead of the expected cliff, was

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a rough shelf of limestone, over which the marines were able to scramble with both hands full.

"The whole process seemed fantastically deliberate and leisurely," wrote a Royal Marine officer who accompanied the Commando. "It was hard to believe that this land beneath us, the first we had trodden since leaving Britain, was enemy soil, the first bastion of the fortress of Europe."

Then the machine-gun on the left opened up again, and this time there were a few casualties. The Lewis guns of the assault craft engaged it.

### *The bridgehead is secured*

The touch-down had been made within 100 yards of the point originally planned. Landmarks that had been well memorized from the maps and photographs were picked up and each troop moved off to its appointed task. Soon, from an isolated building on the immediate left, came the sound of a bursting hand-grenade, rifle-shots, and cries in Italian. A red stream of tracer from the marines' Bren guns shot towards the post, some of the bullets ricochetting high into the air off the stones of the emplacement. There was little more trouble from this post.

As soon as the bridgehead had been established, Colonel Manners's Commando was signalled ashore, landed, passed through, and turned left-handed on its mission. Bursts of fire on the right and brilliant streams of tracer showed that Colonel Lumsden's men were engaged. But the resistance was irresolute. The Italians would fire a few bursts from their rough stone emplacements, thatched to resemble farm buildings, but surrendered when they saw the marines at close quarters. Step by step the defences were silenced, until the attackers reached Punta Castellazzo. There was a sharp engagement with a wired-in strongpoint. Then the defenders raised their hands. As the marines closed in, one of the Italians threw a hand-grenade. "The sequel," observed the officer already quoted, "was not one to encourage any repetition of these tactics."

A group of buildings occupied as barracks was cleared and prisoners taken. The remaining section of the troop which had been compelled to turn back to the ship accomplished successfully the task which had been allotted to the whole troop; exploiting eastwards, they finally joined hands with the Canadians, who by that time had landed and were pushing inland from the main beaches. Two other troops attacked a strong point known as Casa della Marza, which commanded the western exit from the Canadians' beach—the road from Pachino to Spaccoforno. The main building was cleared without difficulty, but two machine-guns opened from corners of the enclosure. Both surrendered when the marines began to advance for the assault. A sniper was dislodged from a low tower surmounting the Casa.

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Meanwhile those in the support craft and the destroyer lying close inshore watched the green success lights going up from point to point as Colonel Manners's Commando stormed its way westward, until the coastal strip as far as Solarino had been cleared of the enemy and the left flank of the main bridgehead secured. As the sun rose, the whole area between Solarino and Punta Castellazzo was firmly in the hands of the two Commandos. Landing craft bearing more Canadian forces were streaming towards the beaches, with no opposition. Overhead a solitary flight of Spitfires demonstrated the R.A.F.'s mastery of the air.

Patrols of marines and Canadians pushed inland along each side of the road to Spaccoforno, occupying the high ground to protect the beach perimeter. So completely had the defences been overwhelmed that by 7 a.m. an officer was able to ride an Italian bicycle down the Pachino road in perfect safety. The civilian population, peasants of the poorest class, seemed to have unhesitating confidence that they could go about their work unharmed. They smiled, touched their caps and offered thin brown *cigarillos* to the passing troops. They raised no objections when their brightly-painted carts, drawn by gaunt mules and donkeys, were commandeered and loaded with mortars and ammunition.

A cruiser and a monitor, lying close inshore, were administering a tremendous pounding to the defences far inland. In the sunlit bay a great mass of shipping lay at anchor, while the landing craft plied busily to and fro, and amphibious lorries rolled straight out of the water and up the beach, without interference from the enemy. All this had been accomplished within five hours.

The Royal Marine Commandos had been allotted an historic mission. They had been chosen as the very spearhead of the invasion so long awaited by the world. They had been the first seaborne troops ashore. They had done all that had been asked of them. They had destroyed the coastal defences which might have held up the Canadian Division. They had cleared the way for those who were to follow them. They had held the left flank of the main landings against possible counter-attacks: there had been no Allied troops between them and the Americans at Gela, 50 miles to the west. Even had the opposition been fiercer, it is not likely that they would have failed.

After the occupation of Sicily the two Commandos took part in the first landings in Italy itself. During the night of 7th September Lieutenant-Colonel Manners's Commando secured a bridgehead at Vibo Valentia, in face of opposition from enemy mortars and 88mm. guns, and captured the town. Later they made another landing in advance of the Eighth Army at Termoli on the Adriatic Coast. On 9th September, Lieutenant-Colonel Lumsden's Commando landed with the Fifth Army at Marina, to the west of Salerno. In company

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with an Army Commando they took the town of Vietri and seized La Mollina defile, through which runs the shortest road to Naples. This defile they held against determined German counter-attacks for five days until they were relieved by the main forces advancing towards Naples.

During these operations, the two Royal Marine Commandos had performed tasks which were wholly in keeping with the traditions and functions of their Corps ; their forebears had made just such landings at Gibraltar and Belle Isle, at Gallipoli, and on a hundred other beaches all over the globe. In the future their Silver Bugles will have yet another day—the 10th of July—on which to blow a fanfare of honour.

### "*There is nothing like the Royal Marines*"

This brief and most recent chapter of what Mr. Churchill has called "the long, rough and glorious history of the Royal Marines" has shown that they have achieved much since the war began. They will achieve more before it ends. They are ready to assail the enemy at many points and are serving the Fleet with whom their past, their present and their future is so intimately bound. With their naval comrades-in-arms they are manning the guns of their ships in every sea. They are ready to land and fight as soldiers when they hear the bugle sound their Divisional call. Their M.N.B.D.Os. are standing by to build bases for the Royal Navy in any part of the world. Their gunners are helping to defend the Merchant Navy, and, in small craft, to give close protection to the assault troops of an invading Army. Their pilots are flying with the Fleet. The Royal Marine Commandos are waiting to strike again.

They are a formidable and versatile company of warriors, as highly trained, each in his own mode of warfare, as any the world has ever seen, eager to fight the enemy whenever they may find him, by sea, by land, by air.

"Their record is second to none," wrote Lord St. Vincent a century and a half ago. "I have been with them on active service, on police service, in daily routine, and in gales of wind. I have had them with me everywhere, and I tell you there is nothing like the Royal Marines."

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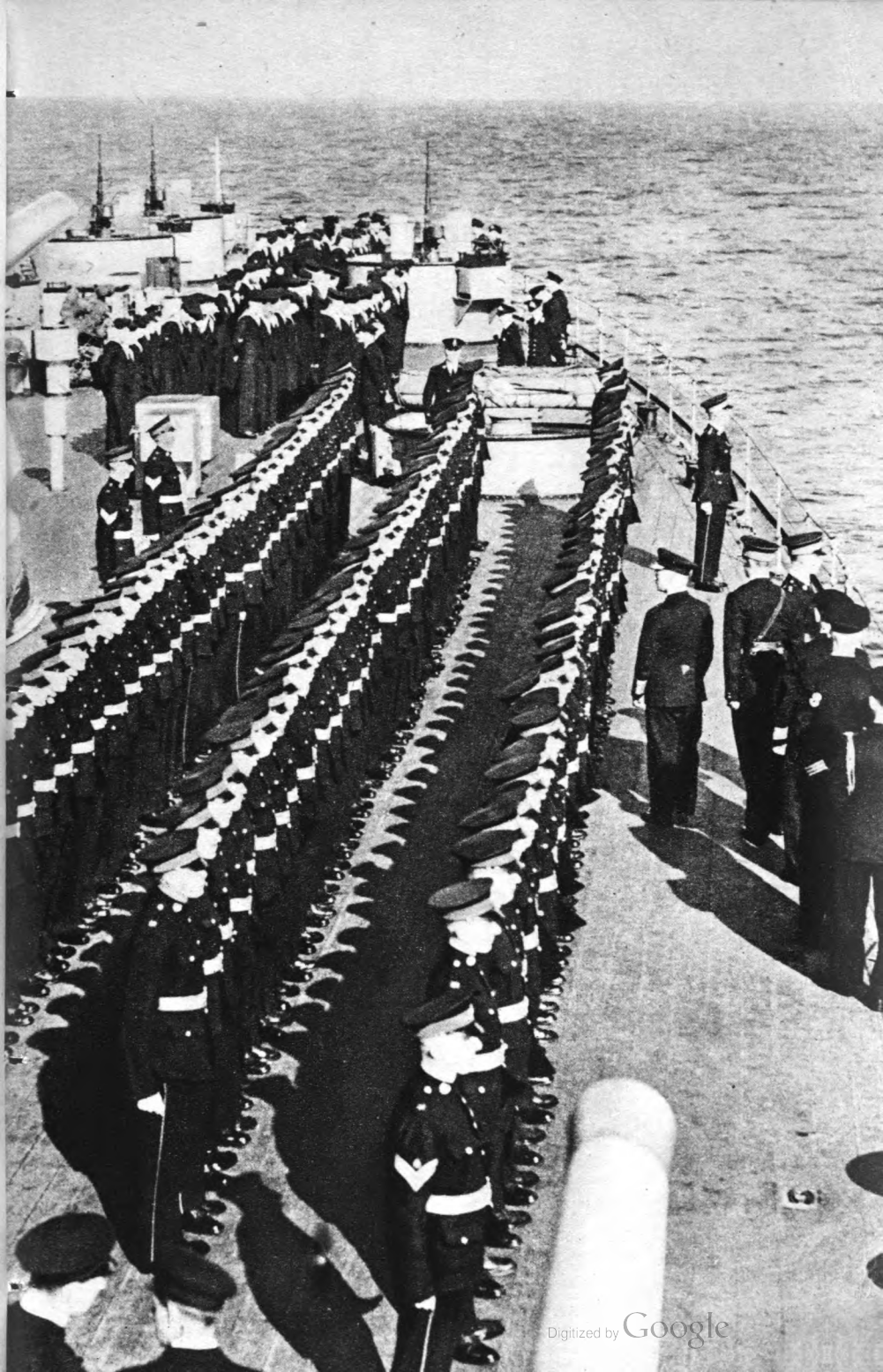
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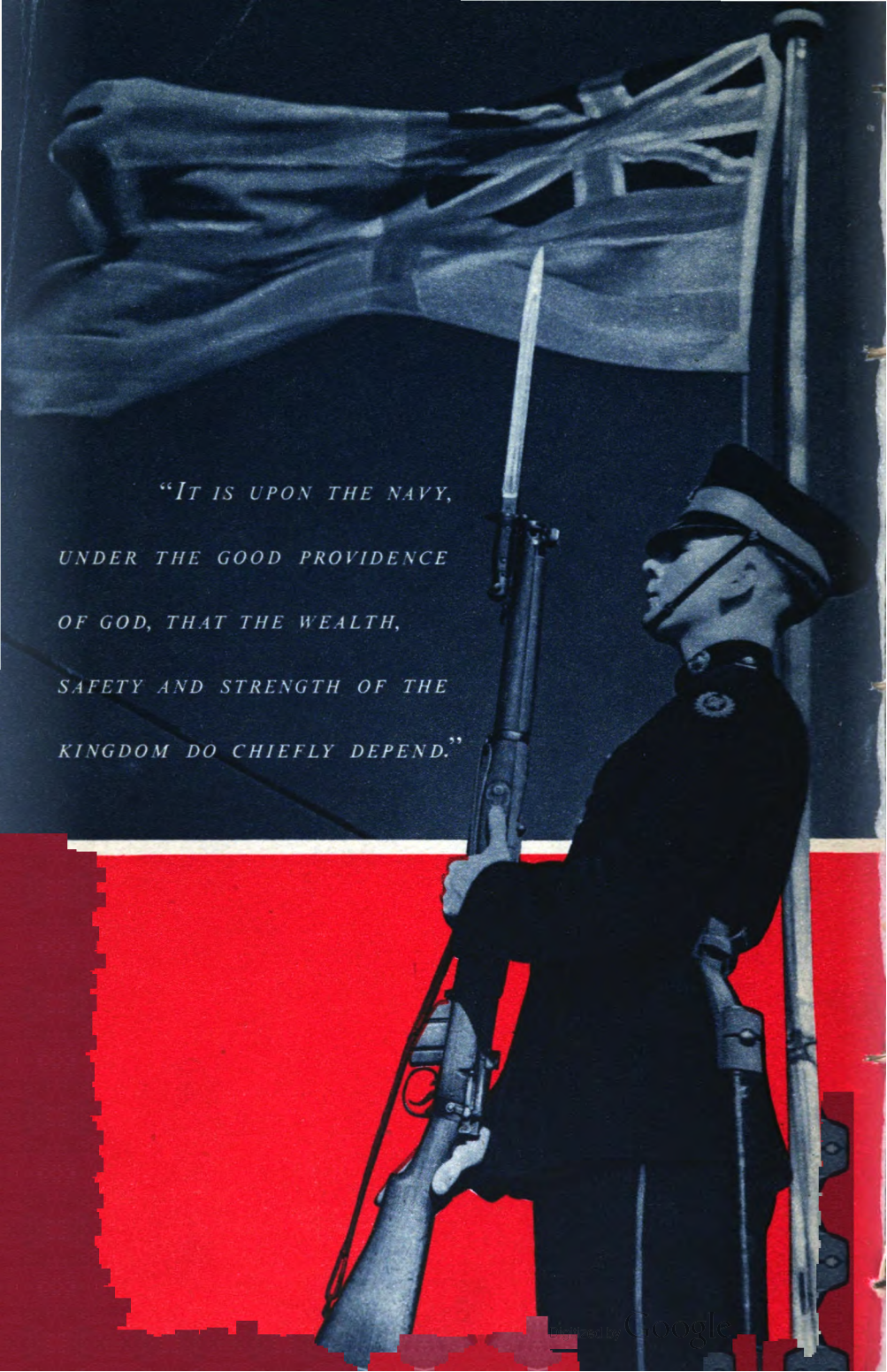

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DEFENSE

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# TOURS FOR UNITED STATES ARMED FORCES

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# TOURS FOR U.S. ARMED FORCES

If you are going to the United Kingdom on furlough you may like to know that the following conducted tours are open to you. You will have a choice of one of these tours for your seven days' leave. Each party is limited to 25 men and all the tours start from Southampton and run every day of the week. If you are interested, ask your Special Service Officer how to register, or contact the Special Services Office, H.Q., Com. Z., A.P.O. 887.

## TOUR 1

Cheltenham (luncheon), Gloucester (2 nights), Birmingham (luncheon), Stratford-upon-Avon (2 nights), Leamington, Oxford (2 nights), London (1 night).

## TOUR 2

London (1 night), Cambridge (2 nights), Norwich (2 nights), London (1 night), Winchester (1 night).

## TOUR 3

London (luncheon), Edinburgh (3 nights), Glasgow (2 nights), London (2 nights). There is a slight variation in this schedule if you disembark on a Saturday.

## TOUR 4

London (1 night), Chester (2 nights), Shrewsbury (luncheon), Hereford (2 nights), Gloucester (luncheon), Bath (2 nights). [There will be no stop at Gloucester on Sundays.]

In each town where there is a stay of two nights, conducted excursions and sightseeing trips will be arranged. The British Council pamphlets describing most of the towns and districts will be available in the American Red Cross Clubs in the different centres. Ask for them. They give a full account of places of interest inside and outside the towns you are going to visit.

Accommodation on all the tours will be provided by the American Red Cross in the Clubs mentioned later.

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WE want you to enjoy your stay in Great Britain. You will see many examples of enemy action and there is an obvious lack of new paint. We have been too busy to attend to that during the last five years. Do not hesitate to talk to people in places you visit. British people are slow to make the first move, but you will find that they will thaw quickly enough if you approach them. We welcome you. We are glad to see you. We hope you'll come back, when the Japanese war is finished. Let us hope that the days to come will be happy ones for us all.

# TOUR I

On arrival at Southampton you should go to the A.R.C. Club, 1/4A High Street, where you will be notified of your sleeping accommodation. On the following morning you'll travel through some typical English country and lunch at the A.R.C. Club, Queen's Hotel, **CHELTENHAM.** Cheltenham is a pleasant spa with a population of about 50,000 people. It is mainly a late 18th- and early 19th-century town with some good Regency architecture. In the afternoon you'll go on to **GLOUCESTER,** 9 miles away. Gloucester lies on the Severn in a West Country valley. The Romans made it an important fortified centre and inland port. In the fine cathedral (1087—1500) is the tomb of Edward II, and there are Middle Age churches and old half-timbered houses well worth seeing. To-day Gloucester has big industrial concerns and is a good centre for excursions. The A.R.C. Club is at the Bon Marché. Here you will spend two nights before going on to Stratford-upon-Avon, lunching at **BIRMINGHAM** on the way. Birmingham, with its million inhabitants, has over 1,000 trades within ten miles of the city centre in peace-time. For the last five years it has been concentrating on producing the munitions of war. You will lunch at the A.R.C. Club, Old Queen's Hotel, New Street.

Then you take train to **STRATFORD-UPON-AVON,** Shakespeare's birthplace. Here he was born in 1564, educated at the Grammar School, married to Anne Hathaway, and died on his 52nd birthday. You will be able to see his birthplace in Henley St., his grave in Holy Trinity Church, with the stained glass window, a gift from friends in U.S.A., the Shakespeare Memorial Theatre, erected in 1932, where his plays are performed to-day, the Grammar School, the site of New Place, where he died, Anne Hathaway's cottage, and Harvard House, childhood home of Katharine Rogers, mother of John Harvard, founder of the University which bears his name. Stratford is now a busy market town, shopping centre of a large agricultural district. It attracts many thousands of tourists a year and is a delightful place, standing on the banks of the Avon. The

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A.R.C. Club is at the White Swan Hotel in Rother Market. You will stay two nights here, before going by road to **LEAMINGTON.** Queen Victoria visited this place in the first year of her reign and it has been called Royal Leamington Spa ever since. Now it is a holiday and health resort.

After a short stop you go on to **OXFORD,** where you remain for two nights. It has been a place of importance for over 1,000 years. One of the loveliest English cities, it houses the famous University, whose buildings extend all over it, and also the vast Morris motor works. " The High " with its churches and colleges is a superb street. As a holiday centre Oxford with its rivers, parks, transportation services, and facilities for amusement and sport, is almost without a rival among the inland towns of England. There are good theatres, cinemas, and dance halls. Thousands of your boys have graduated at the University and enjoyed two or three years here—and they often come back years later with their families. You will stay at the A.R.C. Club, Clarendon Hotel.

## LONDON

Your last stop will be **LONDON,** largest city in the world and most blitzed of British towns. The core of modern London lies up by St. Paul's Cathedral. This is the City, centre of British commerce. To the West lies the City of Westminster, with the West End, Houses of Parliament, and Westminster Abbey. Here, too, is Buckingham Palace, London home of the King and Queen, and the Parks stretching away to Kensington Palace, where Queen Victoria was born. The Houses of Parliament face the Thames, and nearby is Whitehall with the Cenotaph and Government Offices. No. 10 Downing Street, official residence of the Prime Minister, is just off Whitehall, and in Parliament Square you will find the statue of Abraham Lincoln, facing Westminster Abbey.

At the north end of Whitehall is Trafalgar Square, with the Nelson Column and National Gallery. Further north still you will find the West End with the theatres, cinemas, and restaurants. Here, too, is Rainbow Corner, largest of A.R.C. Clubs, just off Piccadilly Circus. You will stay at the Russell Square A.R.C. Club, 14 Bedford Way, W.C.1.

When you are in London, tell your A.R.C. friends what you want to see and do and they will help you. The average Londoner is proud of his city, even though it looks war worn now. He will try to help you to enjoy your stay and will direct you if you ask him. Don't forget that the A.R.C. know London really well, and they have all the answers.

On the last day of your tour you return to **SOUTHAMPTON.**

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NOTE : *Officers should obtain accommodation in London at one of the following Clubs :—The Duchess Club, 1, Duchess Street, W.1 ; The Jules Club, 85/87 Jermyn Street, W.1 ; The Reindeer Club, 6/7, Clifford Street, W.1.*

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# TOUR 2

On arrival at Southampton you should go to the A.R.C. Club, 1/4A High Street, where you will be notified of your sleeping accommodation. On the following morning you take train to **LONDON,** where you stay the night at the A.R.C. Russell Square Club, 14 Bedford Way, W.C.1.

[*As to LONDON please see the paragraph in Tour 1*]

In the morning you take train from Liverpool St. Station for **CAMBRIDGE,** with its great University. In peace-time 7,000 students are in residence. Cambridge is also an industrial town, making radio sets, scientific instruments and many other things. Like Oxford, Cambridge is a first-rate place for tourists. The tree-lined "Backs"—streams which wind almost to the heart of the place—are world-famous and very beautiful. John Harvard was at Emmanuel College ; John Milton was at Christ's ; Samuel Pepys was at Magdalene. Trinity, the largest of the colleges, was founded by Henry VIII. There are bathing, boating, excursions, a fine theatre, cinemas, and dances. You will find the A.R.C. Club, Bull Hotel, where you stay, and the American Information Centre, Matthew's Cafe, ready and anxious to help you in every way, and you are sure to have a swell time here.

After staying two nights you go on to **NORWICH,** a cathedral city of 120,000 people and one of the most interesting places in England. It has never stood still. The Royal Castle and the Cathedral, now the largest general museum in the provinces, were built in 1100 and they are very little altered to-day. In 1300 there were sixty churches. Thirty of them remain. There are four towns called Norwich in the U.S.A. to-day. Norwich is not only a great industrial centre ; it is also a cultural centre with a distinctive school of landscape painting and a considerable musical and theatrical reputation. The A.R.C. Club is in the Bishop's Palace. Within a few miles of Norwich are the Broads, a holiday paradise for people who like to laze away their time in inland waters.

You will spend two nights at Norwich before returning to **LONDON** for one night at the A.R.C. Russell Square Club, 14 Bedford Way, W.C.1. Your next and last stop will be at **WINCHESTER,** best known for its Cathedral, where Jane Austen, Izaak Walton and many of the early kings lie buried, and for its famous boys' school, Winchester College, which was founded in 1387. To-day it is the county town of Hampshire, and its industries include milling, food-canning, wool, and timber. It lies on low hills on the river Itchen. Winchester is one of the most attractively laid-out towns in England. The Cathedral Close is a picture. The Castle was built by William the Conqueror and used by several of his successors. The Hospital of

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St. Cross, founded in 1133, has a fine Norman church. Bread and beer in horn beakers are still given, on request, to visitors by the Brothers who live there. The A.R.C. Club is at 28 High Street.

After spending a night there you go on to **SOUTHAMPTON.**

NOTE.—*As to accommodation for Officers in London, please see footnote to Tour 1.*

# TOUR 3

On arrival at Southampton you should go to the A.R.C. Club, 1/4A High Street, where you will be notified of your sleeping accommodation. On the following morning you will leave Southampton by train for **LONDON** and, after lunching at the A.R.C. Russell Square Club, 14 Bedford Way, W.C.1, go by the East Coast route to **EDINBURGH***. The journey takes you past Peterborough, with its fine Cathedral, where Catherine of Aragon is buried ; York, an old walled city with its lovely Minster ; Durham, with its cathedral and castle, now a University, standing well up on the right of the line ; across the Border at Berwick-on-Tweed ; and through the Lowlands to Edinburgh, capital of Scotland and one of the fairest cities in the world. Princes Street, where your A.R.C. Club has its fine premises, is a modern promenade with superb views. It faces the old city which stretches from the Castle Rock to the Palace of Holyrood House, residence of the King and Queen when they are in Edinburgh. The hilly street connecting Holyrood to Edinburgh Castle is called the Royal Mile. St. Giles' Cathedral stands on it and nearby is John Knox's House. Between the Castle and Princes Street lie Princes Street Gardens where you will find the War Memorial erected by Americans of Scots descent to Scottish soldiers who fell in the last war. The first monument to Abraham Lincoln in this country is in the old Calton Burial Ground.

Edinburgh has so much to show you and so much to offer you—it's a flourishing modern place—that you have only to ask and you are sure to have a fine time here. The Scots are a very hospitable people. There are theatres, cinemas, dancing, good hotels, restaurants, and cafes. The surrounding country is a worthy setting for the city, and the Firth of Forth, with the famous Forth Bridge, lies about eight miles to the west.

After spending three nights in Edinburgh you go on in the morning to **GLASGOW**, second city in the British Isles, with over 1,250,000 inhabitants. Here you will stay for two nights. The A.R.C. Club, 560 Sauchiehall St., will look after you. Glasgow offers many facilities for amusement, and some of the loveliest scenery is Scotland is within reach.

It was the tobacco trade that first made Glasgow a great port and

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created its shipbuilding industry. On Clydeside many great ships have been built, including the "Queen Mary" and "Queen Elizabeth." Great engineering works abound in and around the city. There is a Cathedral and a University.

You will return to London by the West Coast route, which takes you through Carlisle, with its cathedral ; by the side of the Irish Channel to Lancaster, with its castle ; through industrial Lancashire to Crewe, the great railway junction ; and then south through Staffordshire, past Lichfield, Dr. Johnson's birthplace ; and finally past Rugby to **LONDON**, where you will stay two nights at the A.R.C. Russell Square Club, 14 Bedford Way, W.C.1.

[*As to LONDON please see Tour 1*]

Then you will return to **SOUTHAMPTON.**

*NOTE.—*If you reach Southampton on a Saturday you will proceed on the same day to London where you will spend the night at the A.R.C. Russell Square Club, 14 Bedford Way, W.C.1. You will take the train on the Sunday morning to Edinburgh.*

NOTE.—*As to accommodation for Officers in London please see footnote to Tour 1.*

# TOUR 4

On arrival at Southampton you should go to the A.R.C. Club, 1/4A High Street, when you will be notified of your sleeping accommodation. On the following morning you will travel by train to **LONDON** where you will stay the night at the A.R.C. Russell Square Club, 14 Bedford Way, W.C.1.

[*As to LONDON please see Tour 1*]

Leaving London the next morning you go north to **CHESTER,** where you remain for two nights. Chester, which was a Roman fort in A.D. 50, is now a pleasant little city, surrounded by walls, with a fine Cathedral. The main streets are unique. They are called the Rows and are flanked by shops over which you can walk along galleries. Chester has given its name to several towns in U.S.A., including Chester, Penn., founded by William Penn in 1682. Chester is a good centre for excursions. It is within easy journey of Manchester and Liverpool, and might be called the gateway of North Wales with its magnificent sea and mountain scenery. Wrexham, which has strong American associations is nearby. The A.R.C. Club is at 12 Eastgate Row, Chester.

At the end of your stay in Chester, you break your journey to Hereford with luncheon at the A.R.C. Club, Raven Hotel, **SHREWSBURY**, the county town of Shropshire, which lies on the Severn. It is a picturesque place of about 40,000 inhabitants. The Romans came here about the fifth century A.D. The remains of the

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castle date back to Edward I. There are numerous old churches and buildings; Shrewsbury School was founded in 1555. From Shrewsbury you go on to **HEREFORD**, and stay there for two nights. Hereford, like Shrewsbury, is an English country town where life has flowed steadily and prosperously, with few breaks, through the centuries. It has a population of just over 24,000. The Cathedral, as it stands to-day, was completed in 1100. When the neighbouring Welsh Marches were a battle-ground of fighting tribes, Hereford was an armed outpost. Its first civic charter was granted in 1117 by Henry I. You will find the A.R.C. Club at the City Arms Hotel, Broad Street. Hereford is the county town of Herefordshire, an agricultural county. Apples grown in the surrounding districts are used to make excellent cider. The fields and meadows provide pastures for the famous Herefordshire cattle.

Your next stop is **BATH***—" Queen of the West," as the city has been called—with its fine Roman remains, 15th-century Abbey, and beautiful 18th-century crescents, squares, and streets. It lies on the Avon and is one of the most famous spas in the world. The Romans built a town here in A.D. 54 with baths and temples made from the local stone. Bath's great age began when Beau Nash became Master of the Ceremonies in 1705. To-day it attracts many visitors and sightseers because it is one of the most elegant and friendly towns in the country. There is always something to see or do. There are hot mineral swimming baths, parks, theatres, and cinemas, plenty of dances and other entertainments. Dickens and Jane Austen had a great deal to say about Bath. The Somerset and Wiltshire countryside, with some lovely villages, is still almost unspoiled. Bath is only a few miles from Bristol, a great port and manufacturing town, and from Wells, where the Cathedral, Bishop's Palace and other buildings make what is possibly the finest grouping of ecclesiastical architecture in the country.

The A.R.C. Club, Bath, is at the Lansdown Grove Hotel.

*NOTE.—*On week-days you will break your journey from Hereford at GLOUCESTER, for lunch at the A.R.C. Club at the Bon Marché, King's Square.*

On leaving Bath you return to **SOUTHAMPTON**, catching a glimpse of the great spire of Salisbury Cathedral and of the New Forest on your way.

NOTE.—*As to accommodation for Officers in London please see footnote to Tour 1.*

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